



# Hongkong Daily Press

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HONGKONG, THURSDAY, JULY 6TH, 1922. 四拜禮

號六月七年一十國民華中

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## PEAK TRAMWAY CO. LIMITED.

### TIME-TABLE.

| WEEK DAYS.                                |  |
|-------------------------------------------|--|
| 7.00 a.m. to 8.00 a.m. every 15 minutes.  |  |
| 8.00 " " " " " 10 "                       |  |
| 9.30 " " " " " 15 "                       |  |
| 11.30 " " " " " 15 "                      |  |
| 12.30 p.m. " " " " " 15 "                 |  |
| 1.30 p.m. " " " " " 15 "                  |  |
| 2.30 " " " " " 15 "                       |  |
| 3.30 " " " " " 15 "                       |  |
| 4.00 " " " " " 10 "                       |  |
| NIGHT CARS.                               |  |
| 8.50 p.m., 9.00 p.m., 9.20 p.m.           |  |
| 9.50 p.m. to 11.50 p.m. every 30 minutes. |  |
| 11.45 p.m.                                |  |
| SATURDAY.                                 |  |
| Extra Car—12 midnight.                    |  |
| SUNDAYS.                                  |  |
| 7.30 a.m. to 7.45 a.m.                    |  |
| 8.00 a.m. to 9.30 a.m. every 15 minutes.  |  |
| 9.30 " " " " " 10 "                       |  |
| 11.30 " " " " " 15 "                      |  |
| 12.00 noon " " " " " 15 "                 |  |
| 1.00 p.m. " " " " " 15 "                  |  |
| 2.00 " " " " " 15 "                       |  |
| 4.00 " " " " " 10 "                       |  |
| NIGHT CARS.                               |  |
| As on Week Days.                          |  |

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, 40, York Road.  
Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No season ticket will be issued until payment therefor has been made in Bank Notes or Cheques or Comptroller Order representing Bank Notes.

## KOWLOON-CANTON RAILWAY.

### TIME-TABLE.

On and after FRIDAY, SEPTEMBER 19th, 1921 until further Notice.  
(All previous Time Tables cancelled.)

### DOWN TRAINS

| Stations | No. 1 |      | No. 2 |      | No. 3 |      | No. 4 |      | No. 5 |      | No. 6 |      | No. 7 |      | No. 8 |      | No. 9 |      | No. 10 |      | No. 11 |      | No. 12 |      | No. 13 |      | No. 14 |      | No. 15 |      | No. 16 |      | No. 17 |      | No. 18 |      | No. 19 |      | No. 20 |      | No. 21 |      | No. 22 |      | No. 23 |      | No. 24 |      | No. 25 |      | No. 26 |      | No. 27 |      | No. 28 |      | No. 29 |      | No. 30 |      | No. 31 |      | No. 32 |      | No. 33 |      | No. 34 |      | No. 35 |      | No. 36 |      | No. 37 |      | No. 38 |      | No. 39 |      | No. 40 |      | No. 41 |      | No. 42 |      | No. 43 |      | No. 44 |      | No. 45 |      | No. 46 |      | No. 47 |      | No. 48 |      | No. 49 |      | No. 50 |      | No. 51 |      | No. 52 |      | No. 53 |      | No. 54 |      | No. 55 |      | No. 56 |      | No. 57 |      | No. 58 |      | No. 59 |      | No. 60 |      | No. 61 |      | No. 62 |      | No. 63 |      | No. 64 |      | No. 65 |      | No. 66 |      | No. 67 |      | No. 68 |      | No. 69 |      | No. 70 |      | No. 71 |      | No. 72 |      | No. 73 |      | No. 74 |      | No. 75 |      | No. 76 |      | No. 77 |      | No. 78 |      | No. 79 |      | No. 80 |      | No. 81 |      | No. 82 |      | No. 83 |      | No. 84 |      | No. 85 |      | No. 86 |      | No. 87 |      | No. 88 |      | No. 89 |      | No. 90 |      | No. 91 |      | No. 92 |      | No. 93 |      | No. 94 |      | No. 95 |      | No. 96 |      | No. 97 |      | No. 98 |      | No. 99 |      | No. 100 |      |       |      |       |      |       |      |       |      |       |      |       |      |       |      |       |      |       |      |       |      |       |      |       |      |       |      |       |      |       |      |       |      |       |      |       |      |       |      |       |      |       |      |       |      |       |      |       |      |       |      |       |      |       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HONGKONG.



## BURMA'S NEW CONSTITUTION

"WIDE FRANCHISE."

Papers presented to Parliament on May 30th, show that when Burma receives, at the beginning of 1933, a new Constitution under the system known as "decentralisation," it will be adapted to local circumstances, as was all along intended, and also will have a more democratic franchise than elsewhere. Indeed, the suffrage will be exercised by all sane British subjects, male and female, over eighteen, subject to certain very wide qualifications.

The report of a committee, presided over by Sir A. E. Whyte, President of the Legislative Assembly, "to make recommendations on the question of franchise and electorates, the subjects to be administered by Ministers, and all questions ancillary thereto" in connection with the application to the province of the 1919 Act, forms the foundation of the new Constitution. The draft rules for its application, as revised by the Joint Select Committee on Indian Affairs, are the result of discussions between the Local Government, the Government of India, and the Secretary of State in Council. Immediately after the Whitsun recess they will be submitted to both Houses of Parliament for affirmative resolution, and it is earnestly desired by the authorities that they may come into force on July 1st, so that the necessary preliminary work may be done in time for the first elections to be held next October.

The land revenue payment basis adopted in the Indian provinces as a main electoral qualification is not suitable to Burmese conditions, and the rural franchise depends, in the case of Upper Burma, on the payment of *thathameda* (household tax), and in Lower Burma payment of the married rate of capitation tax. The age limit for the franchise is to be eighteen instead of twenty-one, on the ground that this will greatly simplify the preparation of the electoral rolls, for it is at eighteen that a man's name first figures in the taxation rolls. In the eight towns in which the urban franchise will be exercised the existing easy standard of qualification for the municipal vote is taken.

There is to be no sex discrimination, and consequently wherever a woman is head of a household and thus pays *thathameda* she will be entitled to the vote. The Legislature can decide whether women are to sit as members. The minimum age for eligibility is twenty-five, as in the other provinces.

A few figures will show how broad-based the franchise will be. The total population of Burma is over thirteen million; but the Shan States and a number of border districts and other hill tracts are excluded from the scheme, being declared by notification "backward tracts." They have a population of 1,750,000, and the new Constitution will thus apply to some eleven and a half million people. In the rural areas alone, with a population of 10,750,000 (for the eight large towns estimates are not available) there will be an electorate of no fewer than one and a half million people. The United Provinces, with a population of forty-five million, has an electorate of 1,348,000, and Bengal, with forty-six million people, has one of just over a million. The Central Provinces, with a slightly larger number of inhabitants than the whole of Burma, has an electorate of only 145,000.

The Legislative Council will consist of the members of the Executive Council *ex officio*, seventy-seven elected members, and such number of members nominated by the Governor as, with the addition of the members of the Executive Council, shall amount to twenty-four. Of the members so nominated not more than fourteen may be officials, and four are to represent special interests. Three elective seats are set apart for Europeans and Anglo-Indians.

A remarkable feature of the reforms is the decision to hand over the forest administration to the Legislature. The only province in India proper where forests have been made a "transferred" subject in the same way is Bombay, where the Forest Department controls 10.2 of the whole area of the province. In Burma it controls 64.2 per cent., covering some 227,000 square miles.

The Local Government at first took strong exception to the transfer. It pointed out that the conservation of the forests vitally affects the interests of future generations, and urged that these interests were unlikely to receive much consideration from the Legislature at its inception and until a sense of responsibility had been developed by training and experience. The matter was described as one in which any serious mistake might be irremediable.

It is on political grounds that the opposition of the Local Government was withdrawn. The Whyte Committee states that the proposed transfer was one of the crucial points of the inquiry, and all the Burmese witnesses were emphatically in favour of the transfer, on the ground that in Burma to a greater extent than elsewhere "the administration of forests is intimately bound up with the life of the people, who have, therefore, a right to a voice in their management."

## THE METHOD OF MOUNTING

spectacle glasses is of the greatest importance," writes Dr. O. Hartbridge, F.R.C.S., Ophthalmic Surgeon, and Lecturer on Ophthalmic Surgery to the Westminster Hospital, "they must be accurately centred in frames that are light, strong and fit well, otherwise the good effect of the most carefully chosen correction may be entirely frustrated by a faulty position of the glasses, or even a fresh source of eye-strain may be introduced." The Hongkong Optical Co., successors to Clark & Co., Refracting and Manufacturing Opticians, located in 13, Queen's Road Central, have the equipment and instrument to adjust your spectacle to a nicety.—ADVT.

## CANTON NEWS.

Canton, July 4th.

On Sunday evening the boom of big guns was heard on the East Bund and in the eastern outskirts of the city. It appears that Dr. Sun's men-of-war at Whampoa had initiated an examination, and had fired across the bows of some launches and junks that had tried to pass. Reports have reached Canton of the commandeering of supplies of coal, kerosene, rice, etc., by Sun's ships.

Although every day sees more shops returning to business, looting has not been entirely stamped out. It is very difficult to differentiate between soldiers and robbers as the soldiers wear no uniform when on any unlawful movement.

Mr. Ozorio whom I mentioned a few days ago as having erected sandbag entrenchments in Honan has acceded to the request of the Kai Fong and removed the obstruction. But he has not relaxed his precautions as he has put the sand bags in his own door and erected wire-mesh with live electric wire entanglements.

## FLOODED STREETS.

The rising of the waters of the West River has shown its effect in Canton. Streets in the lower parts of the city on both sides of the river are flooded to various heights during several hours a day and the current in the river is very strong making it exceedingly difficult for the sampans-ferries to cross.

## THE "OLIVE BRANCH" FORCE.

There are rumours in Canton that Chen has through a disinterested intermediary extended the olive branch to Dr. Sun and asked him to return to assume charge at Canton. I have not been able to confirm these rumours, and most authentic sources contradict the statement. Even if correct, I would not attach much importance to it as I think it merely an effort to "save face." When Dr. Sun expelled Chen and forced him into retirement he (Sun) repeatedly requested him to return to Canton and lead the Northern Expedition. Dr. Sun will have as much faith in such a statement as Chen had when he was asked to return.

## CIVIL GOVERNORSHIP.

As Ngai Bong Ping and Chen Ching Ming still refuse the position, the Provincial Assembly has been requested to convene an extraordinary sitting and appoint a new governor.

## OTHER DEVELOPMENTS.

The Peace Protection Society formed by the Chambers of Commerce and the Charitable Institutions have requested Ip Ku's commanders to desist from attacking the Chung Chow Forts near Whampoa. Their reason for this is that any signs of hostility would impede their efforts in getting Dr. Sun to go to the North to devise means to unite the country.

## SANSHUI.

The number of troops here have been augmented by the arrival of about 2,000 belonging to the 6th Brigade. These are stationed at Ho Hau (River Mouth).

## SHUICHING.

More troops have arrived here for the purpose (so it is stated) of protecting and assisting the transport of essential foodstuffs up and down the river.

## TROOP MOVEMENTS.

A body of troops under the command of of Hsu Shung Chi are reported to have reached Chiu Leng. On the other hand, Hung Shiu Lun has despatched a commander by the name of Wan with troops to Ling Ling District. These came from Swatow and on arrival obtained financial aid from the Guilds.

## A SETTLEMENT WITH KIANGSI.

General Li Lien Chun, formerly Chief of Staff of the defunct Military Government and commander of the Yunnan troops in Kwangtung is reported to have arranged a truce with the Northern troops in Kiangsi and is looking forward to an amicable settlement which will ultimately lead to the union of the republic.

## UNAUTHORISED USE OF FOREIGN FLAGS.

As is well known, many Chinese business houses in Canton have, during the trouble, prominently displayed foreign flags and thereby hoped to receive foreign protection and remain immune from the attentions of the looters. I have just learnt that the Consular Body in Shanghai, object to this and will protest to the Foreign Commissioner that unless a person is a registered subject he has no right to fly the flag of the country.

## LATER.

## SHOPS RE-OPENED.

On the Western Bund the big department stores have re-opened their doors to business and other shops are following their example. On the other hand, valuables and stocks are still being sent to Shamone for safe keeping. Even since the trouble started on the 16th ult. the down river steamers have been full and the exodus has not abated. With the stopping of the trains due to the demolishing of the bridge between Shek Lung and Canton the steamers are even more crowded.

## COMMANDEERING COOLIE LABOUR.

Another commotion was caused in the Wai Oi Maloo (Old City) to-day by soldiers pressing pedestrians into service as coolies. The usual stampede resulted in all shops in the neighbourhood closing their doors. The Kwong Tung Army commanders have issued strict orders forbidding the forcing of people to be coolies but they seem to have been ignored.

(Continued at foot of next column.)

## THE KOSHING THEATRE CASE.

GANGWAY AND STAGE OBSTRUCTIONS.

The proprietor of the Koshing Theatre appeared on remand at the Magistracy before Mr. Hamilton yesterday on two police summonses. (1), allowing an obstruction in the gangway of the Theatre; (2), allowing members of the audience to be on the stage during a performance.

Serjt. Hallam said that when he visited the Theatre at 9.25 p.m. on the 3rd ult. he found the gangways on both sides blocked by about 60 or 70 people who, during the ten minutes he was in the theatre, made no attempt to go back to their seats. Two Indian watchmen were ordered to clear the gangways. On visiting the stage witness found about 30 people congregated. There was no disturbance. The people were ordered to leave the stage and they did so. No representations were made to the effect that they were stage-hands.

The defendant in reply to the charges, said that business was very slack and the people whom the Sergeant found in the gangways were probably police who went into the theatre in the course of their work. Regarding the stage, defendant stated that about 30 stage-hands were employed at every performance.

In reply to the Magistrate, the defendant said that the stage hands were no badge to distinguish them from the rest of the audience.

In imposing a fine of \$25 on the first summons and dismissing the second, the Magistrate said that in his opinion members of the staff should have some badge which they could produce to the police to prove that they were not members of the audience. His Worship informed the defendant that the police would no doubt assist in the matter of the introduction of badges.

## POLICE CHARGE DISMISSED.

PRINTING PRESS ALLEGED TO HAVE BEEN USED FOR PRINTING LOTTERY TICKETS.

A well-dressed Chinese was charged before Mr. Hamilton at the Magistracy, yesterday afternoon, with having a printing press at No. 229, Queen's Road West, which had not been registered and with using same for printing lottery ticket announcements.

Mr. C. A. S. Russ appeared for the defendant. Evidence was given by a Chinese detective to the effect that a police raid was carried out by Detective Inspector Grant and a number of Chinese police on No. 229, Queen's Road West. A number of lottery announcements as well as a printing machine and some type were found. He arrested the defendant who was stated by one of the *fokis* to be one of the masters of the shop. This *fok* informed him that there were two masters. When it was suggested that both masters should be taken to the Police Station the defendant said that it was not necessary as he was prepared to go the Station.

Another witness, which Inspector Grant said was for the prosecution and Mr. Russ said was for the defence, said that the printing machine was placed on the premises by a man named Chau Cheung who had rented the shop from the defendant.

The Magistrate said that there was insufficient evidence to prove that the defendant was the guilty party and dismissed both charges. An order was made for the confiscation of the printing press.

## THE VOLUNTEER CORPS.

The many sections of the Merchants Volunteers Corps have previously only guarded the streets to which they belonged; now they have come to an understanding whereby they are to act jointly in case of trouble on any large scale. They have even gone to the extent of taking all the necessary precautions in case of fire. The merchants have continually requested the Army leaders in Canton to devise steps to put down looting. During the last two days I noticed patrols of military police with banners advertising that they were to protect public property.

## THE DEPRECIATED NOTES.

There is a further drop in the value of the notes of the Provincial Bank of Kwongtung Province. The 20c and 50c denominations have, in a few days, dropped from 20 per cent. (in ratio to Cantonese silver coins) to between 10 and 15 per cent. and the higher values range round 50 per cent.

## FLOODS ARRESTING AND INLAND FERRIES RUNNING.

To-day the river waters have subsided a little and fewer streets are flooded. There has been less requisitioning of junks and the inland ferries are running with regularity.

## CARGO MOVEMENTS.

The steamers from Shanghai discharge very little cargo on arrival here. The majority of cargoes is discharged at Hongkong while some shipments are re-carried back on consignee's instructions.

## THE LOOTING.

The official estimate made from reports from all sources gives the total losses in the looting during the first two days of the trouble as about 2 1/2 lacs of dollars in Canton.

## FRACANEMING EFFORTS.

Wong T'ing Wei, the educationalist, who has come from Shanghai in the role of peace-maker has been favourably received by both Dr. Sun and General Chen. Dr. Sun has promised to see that the naval forces at Whampoa do not commandeer supplies passing Whampoa. Sun Yat Sen is reported to have sent a representative to Peking to interview Li Yuan Hung and devise means towards the re-union of the country.

## "ONLY A WOMAN."

WOMAN SERVANT GETS EMPLOYER INTO TROUBLE.

For contravening his licence by selling fresh pork when he was only authorised to sell roast pork, a Chinese pork seller was yesterday fined \$50 by Mr. Hamilton at the Magistracy.

Mr. C. A. S. Russ appeared for the defendant, who admitted the offence. Mr. Russ submitted the plea that his client had no guilty knowledge as the sale was made by one of his *fokis*. A custodian insisted on buying fresh pork and a live fowl. The *fok*, being merely a woman, foolishly let the man have the goods. Mr. Russ added that the case should have been tried under the pre-war Ordinances and not under the Sections of the Defence of the Realm Act.

The Magistrate said it was the shopkeeper's business to keep such discipline amongst his servants that they would not disobey his orders.

Inspector Macdonald mentioned that the shopkeeper had three previous convictions against him for similar offences. The Pork Dealers' Guild had complained to the Sanitary Board against practices of this kind.

## UNITED MOTOR COMPANY

SUMMONED.

ALLEGED POSSESSION OF GASOLINE WITHOUT A LICENCE.

Mr. G. G. N. Tinson, solicitor, appeared before Mr. Hamilton at the Magistracy, yesterday, to defend the United Motor Company who were summoned by the police for having in their possession six drums of gasoline for which they had no licence. Mr. Tinson, in asking for a remand, requested the Magistrate to make an order for the production of certain letters written by the Captain Superintendent of Police during July and August of last year. Mr. Hamilton made the order accordingly and the hearing was fixed for Friday afternoon.

## THE STRAITS SETTLEMENTS

LOAN.

The response by the public to the Straits Settlements loan issue has been even worse than the market had feared. As much as 94.2 per cent. of the \$1,200,000 is left with the underwriters, so that only about \$75,000 has been subscribed by the public. The result was a great surprise to the market. It does not affect the Colony, which obtains the money, and, indeed, has done very well, inasmuch as it has secured better terms than the market judged should be given at present. To the underwriters it must have been a considerable disappointment. The terms were practically identical with those offered by New South Wales a week or two earlier, when the underwriters had to take some 94 per cent. of the issue, except that there was a small "turn" in the matter of interest payment on the Straits loan. The latter loan is also somewhat better in one other respect, the discount being only about 18 per cent., against 3 per cent. discount in the case of the New South Wales issue. Money may have become considerably cheaper of late by reason of severe trade depression, but the moral to be gathered from the results of these two recent issues is that the public expects to obtain a better return on its money when loaned for long periods, even though it can only get a very small rate of interest on deposit.—CHINA EXPRESS (London).

## NETHERLANDS-INDIA

NOMENCLATURE.

Interest attaches to the derivation of the names by which the various portions of the globe, be they land or water, are known, and the interest increases with the degree of obscurity which may surround the origin of the name. An excellent example of such obscurity says our London contemporary the *China Express*, is supplied by the island of Celebes, whose name cannot be attributed to calendar, discoverer, or inhabitant, as is the case with many lands. M. E. C. Abendenon, who has apparently devoted considerable attention to the matter, gives, in a recent issue of "La Geographie," an explanation which is well reasoned and feasible. For his data he goes to the earliest map of the island group, which in our day constitutes the Netherlands India. But in the period to which M. Abendenon takes us—the sixteenth century—the Portuguese held the paramount European interest in the Far East. In early charts made by Portuguese navigators and discoverers we obtain our first glimpse of the Far East as known to the West in Queen Elizabeth's days. Established in the Moluccas Islands in the year 1512, the first known chart of the adjacent seas, made by Rodrigues and bearing the date 1554, shows parts of Borneo, and between that island and the Moluccas three small islands. These islands having disappeared from subsequent charts, which show the island of Celebes, the inference that they were the three mountain peaks of the northern coast of the island is reasonable. It is to this northern coast, dominated by the three peaks, that the island, according to M. Abendenon, owes the name of Celebes, shown thus on a chart as early as 1562, and with slight variations in spelling, so known to geographers to this day. The word—sometimes written as *Celebes*—is presumably derived from a native word *relibe* (sometimes spelt with an "r"), which signifies current or stream—applied to the coast because of the strong tide which passes it. The current is well known to navigators, and the circumstances apparently fit the case which M. Abendenon has made out for the derivation of the island name.



# THE LADY IN THE BATH. VERDICT IN LOCAL LIBEL ACTION.

JUDGE CRITICISES SOLICITOR'S  
METHOD.

The case in which the Chief Engineer of the *On Lee* is suing the pursuer of the ship for libel contained in a letter to the ship's owners was continued in the Summary Court, yesterday, before the Puisne Judge (Mr. J. R. Wood).

Mr. M. K. Lo represented the plaintiff and Mr. W. R. Hind the defendant. The libel complained of was that the plaintiff had looked into a bathroom where a girl was bathing.

The girl declared that the Chief Engineer broke the bathroom window and looked in. The ship's carpenter, on a previous occasion, swore to being ordered by the Chief Officer to take off the bathroom door and said he broke the window.

The carpenter was recalled and admitted that, at the time of the incident, he was watching on the lower deck. He was called away by the Chief Officer to take off the bathroom door so that the passenger could not carry out her avowed intention of using the bathroom.

The daughter of defendant was called for the defence. She said that on the date of the occurrence she was coming by the *On Lee* from Kowloon to Hongkong. She had a bath on the upper deck soon after 8 o'clock. While she was bathing the amah stayed outside the bathroom. Witness heard some people knocking at the window of the bathroom. Someone shouted something in English which she did not understand. She replied: "Someone is here, don't knock at the window." Eventually the window was broken and a man peeped in. It was the Chief Engineer.

AN UNCERTAIN IDENTIFICATION.  
Mr. Hind: Can you see him? "No."  
Look round; can you see him? "No."  
Mr. Hind: I believe she is short-sighted.

The Judge asked the carpenter to stand up.

The girl said she could see him plainly and that he was the man who peeped in. Later she corrected herself and said he was not the man.

The Judge then directed the plaintiff to stand up. He did so, and the girl examined him for some time. Plaintiff went close beside the witness box and after considerable hesitation the witness said: "That is the man."

Mr. Lo: You were told to say that the man who knocked at the window shouted in English? "No."

The Chief Engineer always speaks to people on board in Chinese. I don't know.

Evidence was given by the amah and the girl's mother that they saw the Chief Engineer knocking on the window and saw him look in the bathroom.

The defendant then gave evidence. Answering the Judge, he said the letter accused plaintiff of improper conduct. He did not know think it was improper.

At the conclusion of the defendant's evidence the Judge said he was satisfied that the story contained in the letter was untrue.

At this stage the case was adjourned until the afternoon, when the question of privilege, raised by Mr. Hind, was mentioned. Mr. Hind said he said looked up the authorities on the matter and had found that the balance of authority was in favour of the position that the evidence could be admitted. He therefore withdrew the objection.

The Judge: The plaintiff has, in fact, suffered no damage.

Mr. Lo: In the sense that he has not lost his employment.

THE VERDICT.  
In giving his decision, the Puisne Judge said: "This is an action for damages brought by the Chief Engineer of the *On Lee* against the pursuer of the ship. The libel is contained in a letter dated May 8th written by a solicitor, Mr. F. E. Nash, on the defendant's instructions."

It seems to me an extraordinary fact that a solicitor should have written a letter of this character without himself having an interview with the client from whom instructions were received. This letter was written by Mr. Nash on instructions which were given to his clerk without any personal interview with the defendant. The letter accused the plaintiff to his employers of impropriety and indecent conduct on the ship on May 8th. The statements contained in the letter are clearly defamatory. I have found they are false and have found, also, that they were false to the knowledge of the defendant when the letter was written.

During the case Mr. Nash gave evidence and he was asked on whose instructions he had written that letter. On behalf of the defendant he claimed solicitor's privilege of refusing to answer the question on the ground that his instructions were confidential. After considering the authorities I decided that the instructions given were entitled to claim and my view on that point now coincides with the view of both learned solicitors in this case. My judgment is for the plaintiff with costs and I assess damages at \$100.

(Continued at foot of next column.)

# BLASTING ON THE PEAK. STEWART TERRACE RECEIVES A FUSILLADE.

On June 24th last, while blasting operations were being carried out on the new motor road to the Peak a small piece of rock smashed a pane of glass in the bathroom of No. 7, Stewart Terrace, the Peak, occupied by Mr. F. A. Mackintosh. At the same time a shower of smaller missiles fell all about the house.

In consequence, a contractor named Kien On, who was responsible for the blasting operations, was charged before Mr. Hamilton at the Magistracy, yesterday morning, with not taking the necessary precautions to prevent accidents and loss of life.

Mr. F. C. Neville prosecuting on behalf of the P.W.D., said that the defendant was very fortunate in not having to appear before the Magistrate on a much more serious charge.

Mr. F. A. Mackintosh, in giving evidence, said that at about 5 p.m. on June 24th, he heard blasting operations being carried out on the new motor road near his house. There was one blast louder than usual and a number of fragments of stone fell like hail round the rear of the house. He heard a crash of breaking glass and on going to investigate he found that the bathroom window had been broken and a piece of rock was on the bathroom floor.

Asked if he had any questions to put, the defendant said that he took the usual precautions. He could not say where the fragments went as he and his folks took cover.

A Government foreman, named Chau Tsun, was next called. He stated that he was present when the blasting took place. Two charges were exploded in drill holes about 10 inches deep. As a means of precaution gunny bags were spread over the holes, and above them was placed a timber frame about 5 feet, 6 inches square and branches of trees.

Mr. Neville, in reply to the Magistrate, said he could not say whether the precautions were satisfactory or not, as he was not present.

The Magistrate: Had you been in charge would you have used any other methods than those used?

Witness: Not being on the job, I cannot say.

It would be possible for such an accident to happen in spite of precautions?—Yes.

Have any accidents occurred during the building of the road?—None that I am aware of.

Can you suggest why this isolated accident should have happened. I gather this man has been blasting all along?—I should say that the frames were not weighted enough.

The defendant: It might have been due to the smallness of the stones sent into the air by the explosion. On top of the branches were placed some heavy boulders.

The Magistrate: The foreman did not say so.

The defendant: You did not ask him. The foreman was recalled and declared that stones were placed on top of the branches.

He then expressed an opinion as to the cause of the accident: The two blasts took place within a foot-and-a-half from each other. The two fuses were ignited at the same time but one exploded before the other and probably disturbed the covering on the unexploded one.

The Magistrate: That seems to be a dangerous practice.

Mr. Neville: I consider that the covering was insufficient.

The Magistrate (to defendant): I find that there has not been very serious carelessness. At the same time it seems pretty obvious that the two drill holes were so close together that more care should have been taken. I shall inflict a nominal fine of \$5.

Mr. Neville mentioned that the damage done to the house was estimated at \$32.

Mr. Hamilton said that he had no authority to make an order for damages. Any such claim must be preferred in a civil court.

COSTS GRANTED ON A HIGHER SCALE.  
Mr. Lo: It has been a very complicated action and I think it is usual to claim \$1,000 for libel, although one may not expect \$1,000. There is the question of aggravation in view of the plea of justification. I submit that the claim is not excessive and I ask you to say that I should have my bill taxed on the thousand dollar scale. I do not think that any libel action should be on any lower scale.

The Judge: You want costs on Scale III.

Mr. Hind: If there is legal authority for it I do not think I can very well object.

The authority entitling the Court to fix the scale was produced and the Judge granted costs on the higher scale.

Mr. Lo: May I ask the Court to make one comment, that damages so low as \$100 were not awarded because the view was taken that the plaintiff had not suffered any real damage.

The Judge: I think the plaintiff has vindicated his character here and I think it was necessary for him to do so, but I think \$100 represents the actual damage he has suffered.

# "PEKING MARU" FIRE. CONTRAVENTION OF HARBOUR REGULATIONS.

CAPTAIN FINED \$500.

Captain Y. Fukami, master of the O.S.K. steamer *Peking Maru* (on which a serious fire recently occurred in the harbour) was charged in the Marine Court, yesterday, before Commander C. W. Beckwith, R.N., with having failed to notify the Harbour Master that he had on board his ship dangerous goods—42 drums of calcium carbide and 50 cases of sulphuric acid—in contravention of the Dangerous Goods Ordinance.

Another charge alleged that having these dangerous goods on board, he anchored his ship to a buoy which was not in the Dangerous Goods anchorage.

Defendant denied the first charge and pleaded guilty to the second.

Mr. R. A. Rocha, assistant harbouring officer, giving evidence, said that he went alongside the *Peking Maru* about half an hour after her arrival. She was lying at buoy B24 and as there was no gangway down, he sent up a harbour form by a seaman. The document was filled in, signed by the defendant and returned to him and he afterwards handed it in at the Harbour Office. It showed the *Peking Maru* as having 1,387 tons of general cargo, 936 tons being for Hongkong.

Captain Fukami, in the witness box, replying to questions put by the Magistrate, said he had been a master for three years and a half and this was his first voyage on the *Peking Maru*. He joined the ship at Kobe; she was one of the O.S.K.'s regular liners to Calcutta. He was aware that he had dangerous cargo on board. He was in Hongkong as a chief officer four or five years ago, but had not been in many European ports.

The Magistrate: You know that there are Dangerous Goods Regulations common to all European civilised ports?

Witness: Yes.

Do you consider that calcium carbide is dangerous goods—is it regarded as dangerous in Japan?—Yes.

Is it a common practice in Japan to stow calcium carbide in the holds of tween-decks?—Yes.

Can they get insurances to cover it?—Yes.

Is it always insured by Japanese companies, or do you try to get English companies to do it?—We get Japanese companies.

There has been no protest against cargo being stored in this way?—No.

You had also 50 cases of sulphuric acid on board?—Yes, that was stored on the after part of the deck.

When you came into Hongkong you went straight to B21 buoy—who told you to go there?—The Chinese pilot took me there.

Did you tell the pilot you had dangerous goods on board?—No.

Do you think yourself that the authorities would allow you to be in at that buoy if they had known you had these dangerous goods on board?—I telegraphed to the agents from Osaka on June 17th and expected they would have a special permit.

Did you get any answer?—No.

When you arrived and the Harbour report was sent up, you filled it in and gave the nature of this cargo as "general cargo"?—It was not explosive, so I called it general cargo.

Asked what he had to say in his defence, the defendant said he thought that since he had sent the telegram the office here would get a special permit.

Mr. L. Rafeek, shipping clerk of the O.S.K., stated in his evidence that no telegram notifying that there were dangerous goods amongst the *Peking Maru*'s cargo was received in the office in Hongkong. Had such a telegram been received he would have applied to the Harbour Office for a permit.

The Hongkong office had no information as to what the ship was carrying until she arrived here.

The Magistrate: Did the Captain ask you if you had received that telegram?

Witness: No.

The Magistrate: That is most extraordinary; it is his defence.

Witness: I think the Captain is making a mistake.

The Magistrate: Do you consider calcium carbide dangerous cargo?

Witness: Yes. I consider it very dangerous cargo.

The master says he received a letter from the firm asking him to go alongside the wharf?—That was a provisional letter telling him to go to the Kowloon wharf if his ship was clean and able to go.

Whom do you send your manifests to?—To the Imports and Exports Office.

The Magistrate: It is months before they come here.

(Continued at foot of next column.)

# THE BRITISH LEGION. PROPOSAL TO ELIMINATE FOREIGN BRANCHES.

POSSIBLE EXTINCTION OF HONGKONG  
BRANCH.

If certain proposals which were to be placed before the National Conference of the British Legion held in London last month, have been passed it is quite likely that the local branch of the British Legion in Hongkong may have to close down.

This statement was made by the hon. secretary of the Hongkong Branch (Mr. H. K. Holmes) yesterday to a representative of the *Daily Press*, who learnt from Mr. Holmes that two proposals have been placed on the National Conference agenda aiming at the elimination of all foreign branches of the Legion. Whether these important alterations to the constitution of so wide a body have been passed by the National Conference is not yet known legally as the results of the conference held at Whitehall have not yet reached the Colony. As a matter of fact, a copy of the printed agenda from the London headquarters was not received until nearly one month after the meeting had been held. Directly the agenda was received strong representations were made by the local branch, through Mr. Holmes, the Secretary, to the Executive Council of the Legion at Home.

When definite information is received from headquarters a general meeting of the Hongkong Branch is to be called to consider the situation.

Coming at the present time, just when the Legion here is doing very useful work in the form of monetary relief to stranded men, the news of the proposed elimination is viewed with regret by members of the local organisation.

To the first paragraph of the second rule of the constitution, which lays down "that the Legion shall be democratic, non-sectarian, and not affiliated to or connected directly or indirectly with any political party or political organisation," it is proposed to add the words "and that its activities be confined to Great Britain, and Ireland."

This, as Mr. Holmes remarked, strikes at the very existence of the Hongkong branch. It is further proposed that the word "area" shall be deleted and that the word "county" be substituted. Thus Hongkong, as headquarters of the Far Eastern Area, not being a county will not exist in the eyes of the Legion, should the proposal pass.

Even if these two proposals were rejected, another proposal on the agenda, would seriously affect the workings of our local branch. It is an addition to the 6th rule of the constitution, which deals with the funds. The Sub-section reads: "Every Branch shall forward direct to the General Treasurer an affiliation fee of one shilling and sixpence per annum in respect of every ordinary member of the Branch." To this it is proposed to add the words "and any donations and contributions received."

If this proposal has been adopted it means that local relief work will be severely hampered as all donations and subscriptions will have to be sent to England instead of being used in the Colony. Asked if this would affect Sir Paul Chater's recent gift of \$50,000 between the British Legion and the Ex-Active Service Men's Association, Mr. Holmes said that it would not, as this sum of money was under the control of trustees quite apart from the Legion or the E.A.S.M.A.

Mr. Holmes said these drastic proposals had come as a great shock to all the members as the annual headquarters report of the British Legion mentioned the good work being done by the Overseas Branches, including Hongkong. A similar announcement is contained in a pamphlet issued by the London Headquarters in March last concerning the "Police and Work" of the Legion.

In conclusion, Mr. Holmes said that "if the rules are altered as proposed I do not see that the Branch can usefully continue. At the present time the British Legion is working in perfect harmony with the Ex-Active Service Men's Association." The Legion, he added, took upon its shoulders the bulk of the relief work whilst the E.A.S.M.A. promoted social activities and did some useful relief work as well.

"A FLAGRANT CASE."  
The Marine Magistrate, addressing the defendant, said: "After having heard all the evidence I find you guilty on both these charges. I consider this one of the most flagrant cases of wilful contravention of the harbour regulations that has yet come before me. As master of a ship you are responsible that the harbour regulations of the various ports you call at are properly carried out and it is your duty to find out what these regulations are before arriving in the port. The Dangerous Goods regulations are perhaps the most important regulations you have to deal with. In this case, although you admit that you know what your cargo was and that you carried 42 drums of calcium carbide, most dangerous goods besides cases of sulphuric acid, you yourself filled in a form which declared that your cargo was general, making no mention of dangerous goods. If it had not been for a disastrous fire which occurred shortly afterwards aboard your ship, nothing would have been known to the harbour authorities of this port that this ship had any dangerous goods at all."

"Therefore fine you \$500 or one month's imprisonment on the first charge and \$150 or fourteen days' imprisonment on the second charge."

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[1197]

## NOTICE TO CONSIGNEES.

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**CONSIGNEES** of Cargoes hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optimal Cargo will be forwarded unless notice to the contrary be given before the 11th inst. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 11th inst., or they will not be recognized. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 11th inst. at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD. Agents. [1198]

## NOTICE OF REMOVAL.

**WE HEREBY GIVE NOTICE** of our REMOVAL to new Offices on the 2nd Floor of No. 44, DES VOUX ROAD, CENTRAL, from 1st July, 1922.

CAWASSEE PALLANJEE & CO. [1199]

## NOTICE.

**WE HAVE THIS DAY REMOVED** our Office to the 1st Floor of the Hongkong & Shanghai Bank Building, Des Vaux Road Central, adjoining Hongkong, Canton & Macao Steamboat Co.'s Office.

VERNON & SMYTH. [1192]

**HONGKONG TRAMWAY CO., LTD.**  
(INCORPORATED IN THE UNITED KINGDOM).

## NOTICE.

**CERTIFICATE No. 2691** for 200 Shares of this Company in the name of Dr. J. H. HAWKINS, Queen's Road Central, Hongkong, has been LOST or STOLEN, and NOTICE IS HEREBY GIVEN that unless the said Certificate is produced at this Office within 30 days from the date hereof, a duplicate Certificate for the said Shares will be delivered to Dr. J. H. HAWKINS, and the original Certificate will thereafter be deemed cancelled and of no effect.

W. E. ROBERTS, Secretary. [1195]

**G. R.**  
NOTICE.

**IT IS HEREBY NOTIFIED** that on and after THURSDAY, the 6th instant, THE SUPPLY OF WATER TO ALL THE RIDER-MAIN DISTRICTS will be controlled by bringing the RIDER-MAINS into operation and that Water will be turned on to each RIDER-MAIN daily for Two Consecutive Hours. Information as to the Hours of Supply to any Particular Property may be obtained on application at the Office of the Water Authority, the Secretariat for Chinese Affairs, or at the Tung Wah Hospital.

**T. L. PERKINS**, Water Authority. [1196]

**G. R.**  
PUBLIC WORKS DEPARTMENT.

**IT IS HEREBY NOTIFIED** that SEALED TENDERS in Duplicate, which should be marked "TENDER FOR THE OCCUPATION OF A PARCEL OF CROWN LAND AT HUNG HOM, BEING A PORTION OF THAT AREA AT PRESENT KNOWN AS KOWLOON MARINE LOT No. 8," will be received at the Colonial Secretary's Office until Noon of MONDAY, the 10th day of July, 1922, for the occupation for a period of three years of either of those parcels of ground shown coloured red and blue on plan signed by the Director of Public Works and dated 30th June, 1922, containing about 31,500 square feet and 38,500 square feet respectively, but subject to certain conditions which can be ascertained at the office of the Director of Public Works.

Each tender must be accompanied by a receipt to the effect that the tenderer has deposited in the Colonial Treasury a sum of \$100 as a pledge of the bona fides of his offer, which sum shall be forfeited to the Crown if the tenderer refuses to carry out his tender, and comply with the conditions, should the tender be accepted.

Form of tender and further particulars can be obtained from the office of the Director of Public Works.

The Government does not bind itself to accept the highest or any tender.  
T. L. PERKINS, Director of Public Works. [1191]

**THE EAST ASIATIC COMPANY, LTD.**  
COPENHAGEN.

**THE S/S "BANKA"**  
will be despatched on or about 24th of July, taking cargo for HONGKONG.  
For freight and further particulars please apply to  
MANNERS & BACKHOUSE, LTD. Agents. [1194]

## INTIMATIONS

## THE HONGKONG JOCKEY CLUB.

**AN EXTRA GYMKHANA MEETING** will be held (weather permitting) at Happy Valley on SATURDAY, JULY 8th, commencing 3.45 p.m.  
The Charge for admission will be \$1.00 for other than Members of the Hongkong Jockey Club.  
Soldiers and Sailors in uniform half price.  
The Stewards invite the Ladies of Hongkong to be present. [1188]

## ROYAL HONGKONG YACHT CLUB.

**BATHING SEASON, 1922.—REDUCTION OF SUBSCRIPTION.**

**MEMBERS' FRIENDS** may become Bathing Members at a charge of \$15.00 for Double Tickets and \$10.00 for Single Tickets from July to October inclusive, on entering their names, together with the names of their proposer, in the register provided for that purpose at the Club House, when Bathing Tickets will be issued.  
By Order of the General Committee, F. G. VAUX, Hon. Secretary. [1174]

## NOTICE TO CONSIGNEES.

**THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "SOUDAN."**  
ARRIVED HONGKONG ON 4th JULY, 1922.  
FROM ANTWERP, LONDON, BOMBAY, COLOMBO & STRAITS.

**CONSIGNEES** of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out, Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—From PENINSULAR GULF, B.I.S.N. and B. & P.S.N. Co.'s Steamers.  
Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer. Goods not cleared within 8 days, including date of arrival, will be subject to rent. No Fire Insurance will be effected by us in any case whatever.  
Dangerous packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 a.m. on MONDAY and THURSDAY.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godown.  
MACKINNON, MACKENZIE & CO., Agents. [1196]

## PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for  
Boxes ABC, QV, RF, RU, RW, TA, TH.

**LOST**—Kowloon, near Signal Hill, Brindle BULL DOG, White Patch on Neck. Please communicate with A. L. ALVY, 41, Granville Road, Kowloon. Phone 648 and R. 210. Finder Rewarded. [1194]

**WANTED**—Experienced Draughtsman in Architectural and Constructional Steelwork required by local Company. State age, Experience and Salary expected. Apply Box T.L., c/o Daily Press Office. [1193]

**WANTED**—One Office Room, Preferably with Verandah, Central Locality, Use of Telephone a recommendation. Apply Box T.L., c/o Daily Press Office. [1191]

**TO BE LET**—Furnished, for Two months from 1st July, No. 33, Robinson Road—approachable by Car. Apply DOUGLAS LAY & CO., 20, Des Vaux Road. [1190]

**FOR SALE**—MOTORBOAT "OOZIT" Length 28 ft., Beam 7' 6", Red Wing Engine, New Bosch Magneto. Speed about 8 miles, 6' 6" Cabin, Lavatory, Pantry, Electric light throughout, Ice Chest, etc. Price \$4,000. Apply Box T.L., c/o Daily Press Office. [1192]

**TO LET**  
**5-ROOMED HOUSE** on the Peak, occupation per August 1st Unfurnished. These taking over entire furniture will have preference.  
Apply under Letter A.B.C. this paper. [1180]

**TO LET**  
**SUITE of 5 OFFICES, 2nd FLOOR** of 15, 16, 17, 18 & 19, Connaught Road Central, Verandah to each room, FACING HARBOUR, LIFT from the Ground Floor. Apply Box 750 c/o Daily Press Office. [1190]

**FOR SALE**  
**LAND**, approximately 7,000 square feet on waterfront at Swatow with modern 2 storied brick and concrete building suitable for office and godown.  
Further details apply.  
W. G. HUMPHREYS & CO. [1186]

**FOR SALE**  
**ABSOLUTELY NEW**

(1) Two 20 BHP. Simple Cylinder Boller. Oil Engines direct connected to 25 KW. 115 Volt direct current (compound wound) dynamo complete with back of board field rheostat for each machine.  
(2) Two oil fuel tanks capacity of each 20 tons.  
Apply to Boller. [1190]

## INTIMATION

## SPARKLING MINERAL WATER.

## Pyeris

An exact reproduction of the water of a famous European Spa—Blends perfectly with Wines and Spirits—especially Whisky.

"A little learning is a dangerous thing."  
"Drink deep, or touch not the Pyerian Spring."  
"There, shallow draughts intoxicate the brain,"  
"And drinking deeply sobers us again."  
POPE.

## A. S. WATSON &amp; CO., LTD.

Acetated Water Manufacturers.

HONGKONG OFFICE: 10A, DES VOUX RD., C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, JULY 6th, 1922.

## THE TELEPHONE DEAL.

In the interview with the Vice-Chairman of the Telephone Company reported in the Hongkong Daily Press, on Tuesday, Mr. PARKER NESS says the matter of the new agreement with the Company is a *chore jugée*, as both the Government and the Company agreed to refer the matters in dispute to two experts—one of them, by the way, being the consulting engineer to the Company—and the Government, like the Company, will, presumably, abide by their decision. We imagine, however, that by their action in submitting the draft agreement to the two local Chambers of Commerce for consideration, the Government do not endorse Mr. PARKER NESS's view; otherwise they would be only wasting the time of the members who are investigating the scheme. We would rather believe that the Government's impression is that the experts were called in merely for their guidance in coming to a decision. Whether this surmise is correct or not, it does not rob the discussion of interest though, if it be not correct, it may deprive it of practical value. It must be admitted that in the interview we published—and which, not having been contradicted in any particular, may be accepted as correct—Mr. PARKER NESS made out a very good case for the Company which he represents. His two chief points are that the claim he made at the outset has been justified by the findings of the experts and that their decision is final. Ignoring the second point for the reason given above, it seems to us that Mr. PARKER NESS rests his claim on the assumption that an entirely new Company takes over the concern at present-day values which are admittedly high. In this connection it may be pointed out that the existing franchise expires in 1930, by which time it is probable that the cost of plant, etc., will have fallen, and that without an assurance of a renewal of the concession it would not be possible to effect a sale at the figure suggested. This, it seems to us, is inferentially admitted by Mr. PARKER NESS himself when he admits that, without such an assurance, the present Company would not feel justified in embarking on any expenditure which would not prove immediately remunerative. The transfer, contemplated, however, is not really a sale to a new company, but an arrangement whereby the present Company will profit enormously if the experts' valuation of the concern is to be taken as the basis on which a dividend of 12 per cent. is to be paid on what is virtually a Government guarantee.

The increased rates to subscribers is defended by Mr. PARKER NESS on two grounds, viz., that they are already overdue, and they are necessary to pay a reasonable dividend on the capital represented in the Company. In support of these claims it is pointed out that for several years after the commencement of its operations the Company did not pay any dividend; then it paid only five per cent. and latterly this has been increased to ten per cent. Mr. PARKER NESS omitted, to mention that these dividends have been paid free of tax, which is a matter of some importance seeing that the tax in recent years has been 6s. in the £. In point of fact, last year the Company paid not only 10 per cent. free of tax on that year's working, but also 10 per cent. in respect of the dividend passed for some reason or other the previous year. Was it passed to enable the money to be used for development purposes? In view of the fact that the original share capital was only £15,000, and that even to day the Company in its balance sheet puts its capital at only £10,000, it seems reasonable to assume that profits which might have been used, instead, for development purposes. How, otherwise, can any such valuation as £280,000 be arrived at to-day? If this conclusion be correct, it is evident that the subscription rates in the past have proved much more profitable than the dividends paid would indicate.

Again, it seems pertinent to ask why if the Company has been satisfied hitherto with dividends ranging from 5 to 10 per cent. on a capital of £10,000 it now demands a dividend of 12 per cent. on the increased valuation of £280,000, plus 10 per cent. on debentures. We understand that the "new Company" is to have a share capital of \$3,500,000 (say £450,000) and that it is proposed to issue ten per cent. debentures to the extent of \$1,500,000 (say £150,000). If Mr. PARKER NESS contends, that the figure of £10,000 at which the capital stands in the Company's latest balance sheet is "merely nominal," it would be interesting to know why that particular figure was decided upon, in view of the fact that the Company started with a capital of £15,000. As to the dividend of 12 per cent. on the enhanced capital value of the undertaking which the new agreement contemplates, although this may not appear to be an extravagant dividend for an ordinary business to pay in the Far East, it seems a very generous return on the capital invested in a public utility company which has no competition to meet. If the proposed agreement is signed, the Company will be empowered at the end of the first five years to apply for an increase of rates if it should have been unable to earn its twelve per cent. In these circumstances the dividend is practically guaranteed, and the Company is not precluded from enjoying a higher rate if it can earn it under the new tariff, though in that case a portion of the excess must be applied to the relief of subscribers. In view of all these considerations we hope the draft agreement will undergo substantial modification before it receives the signature of the Government who are virtually the trustees of the subscribers in the matter. With regard to what is represented as the former position of the local subscribers in the event of the concession not being renewed on the terms demanded by the Company, we can only say that though the Hongkong Government makes no pretence of consisting of business men, it seems incredible that the current agreement imposes no conditions on the Company to maintain a modern and efficient service to the end of the

A Chinese in attempting to alight from a tram-car in Shaikwan, yesterday, fell and injured his face and legs.

A Chinese was drowned whilst bathing at Ma Wan on Tuesday evening. Two fellow workmen witnessed the tragedy.

The Japanese training squadron of three ships has departed for Honolulu en route to Brazil and around the world.

The rainfall at the Botanic Gardens in June amounted to 7.20 inches. Rain fell on eighteen days, the heaviest being 2.54 inches on the 20th of the month.

A Chinese was knocked down by a motor-car No. 211 in Queen's Road Central on Tuesday. His injuries necessitated his removal to hospital.

The Canton Times in a paragraph relating to the deposit of valuables in the foreign banks on Shamen, says: "Many of the merchants are still removing their money into the banks in Shamen."

The Philippine Council of State has approved the release of P5,000 requested by Mr. Fred. O. England, national physical director, to be used for publicity purposes in connection with the Far Eastern games to be held in Japan next year.

"Beautifully wooded hills and dales have been thrown open for residential quarters and pretty cottages of various designs are springing up everywhere, showing every sign of the future prosperity of the port." This is an extract from the report of Mr. H. Otaki, acting Commissioner of the Chinese Maritime Customs at Kiangchow. It sounds attractive.

It is reported that over 128 shops in the various sections of Canton have been ransacked by looters, and the total aggregates \$245,081.50. The aggrieved merchants are soliciting the help of the Press, the Provincial Assembly and the various institutions and charitable societies in Canton, Shanghai, Peking, Hongkong and Macao, with a view to securing compensation for their loss from the local authorities.

A slight motor-car accident occurred on Tuesday evening. Mr. Scott, of Messrs. Alex. Ross & Co. was driving a motor-car up the incline in Lower Albert Road when the steering gear refused to work with the result that the car ran into the embankment surrounding the Government House compound. The right wheel of the car was badly buckled. Mr. Scott fortunately escaped injury.

For selling adulterated milk, said to contain 20 per cent. water, the manager of the Lok Tin Restaurant was fined \$50 yesterday by Mr. Hamilton at the Magistracy. The man's excuse was that he did not know that the milk had been adulterated. Inspector Hill, of the Sanitary Board, pointed out that the bottles were not sealed; if they had been his excuse would have been a reasonable one.

The impression got abroad amongst many Europeans, yesterday, that the body of a youth, evidently done to death by foul play, found afloat in the harbour, was that of a European. The clothes on the body were of European style but on examination at Kowloon Mortuary it was clear that the murdered youth was a Chinese. The hands were tied together and there were two dagger wounds in the trunk. So far the body has not been identified.

For not taking proper precautions in storing 113 gallons of petrol, the proprietor of the Mercury Garage was fined \$30 by Mr. Hamilton at the Magistracy yesterday. Sgt. Stimson gave evidence that drums of petrol were stored in the garage near the tank, which was empty. The defendant's excuse was that the petrol had just been received from the Asiatic Petroleum Company, and, in support of this statement, a coolie from the A.P.C. gave evidence that he had just completed delivery when the Police officer called. The Magistrate said he believed the defendant's story was a fabrication.

## A MOTOR ACCIDENT.

**MRS. ARTHUR CHAPMAN FATALLY INJURED.**  
We regret to learn that a cable has been received stating that Mrs. Arthur Chapman, wife of Lieut. Col. Chapman, V.D., late Assessor and Commandant of the local Volunteer Corps, was fatally injured in a motor accident at Margate a few days ago.  
The deepest sympathy of a wide circle of friends in the Colony will be extended to Lieut. Col. Chapman and to his daughter, the wife of Mr. A. E. Wright, executive engineer in the Public Works Department, in their tragic bereavement.

## CORRESPONDENCE.

THE CONSULS AND THE CANTON TROUBLE.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

Canton, July 4th.  
Sir.—Reading in the Hongkong papers, that the Foreign Consuls on Shamen have urged President Sun Yat-sen to retire, I beg you to explain to me, Sir, how they are able to do that without interfering in Chinese politics.

It seems to me as guests in China the same Consuls ought to observe the strictest possible neutrality, and as representatives of highly liberal governments to let the Chinese settle their disputes themselves. By interfering they are only making it difficult for foreigners to stay in Canton.

If, instead, the Consuls had supported the Canton Peace Society in its request to let the dispute be settled through general voting all over Kwangtung, (preferring voteballs to gunballs as always peace societies are doing) I should have understood their attitude, but now I only wonder, wonder.

But perhaps, Sir, you can help me to a better understanding.

Relying upon your liberalism and independence I thank you in anticipation for the publication of the letter above and remain—Yours truly,  
CANTONESE BUSINESSMAN.

[We have no information that the Consuls have urged Dr. Sun Yat-sen to retire, and we think reports ascribing such action to the Consuls may well be distrusted.—Ed.]

## FAR EASTERN CABLE NEWS.

[THROUGH REUTERS' AGENCY.]

## PROFESSOR GILES'S GREAT WORK FOR CHINA.

PRESENTATION OF TRIENNIAL GOLD MEDAL.

London, July 4th.

Mr. Chao Hsin Chu (Chinese Charge d'Affaires) in proposing a vote of thanks to Lord Chalmers, Chairman of the Royal Asiatic Society, on the occasion of the presentation of the triennial gold medal to Professor Herbert Giles, Professor of Chinese at Cambridge, eulogised Professor Giles' great work on behalf of China, and declared that there were at present far too few students of the Chinese language; therefore, ancient Chinese literature, history and philosophy must largely remain an unknown field.

## THE PROMOTION OF ANGLICAN CHINESE EDUCATION.

He said he was of the opinion that one of the chief difficulties was the inability of students who were obliged to earn their own living, to simultaneously devote themselves wholeheartedly to the study of the language of the Chinese people. He was therefore most keenly interested in the suggestion that the British Government would earmark certain sums of money derived from the Far East for promoting Anglo-Chinese education, and thereby foster a better understanding between the peoples of the East and the West.

## JAPANESE ARMY REORGANISATION.

APPLYING THE AXE.

Tokyo, July 4th.

The army reorganization plan proposed by the War Department and approved by the Cabinet involves a reduction of 56,000 non-commissioned officers and men. The reorganization, which starts in August, does not make any difference to the number of divisions, but lessens the numbers of companies, squadrons and batteries in each division, with slight increases in the railway, telegraph and aviation corps, and also in the heavy artillery. Such changes will effect a curtailment of 259,000,000 yen within the next twelve years, and after that a curtailment of 23,000,000 yen annually. The reorganization of the army for expenditure of 23,000,000 yen, which will be spread over a period of thirteen years.

## COTTON SPINDLES FOR CHINA.

AN EXAGGERATED REPORT.

London, July 4th.

Enquiries at Oldham elicit the information that the orders for spindles given to Messrs. Platt, as mentioned in a cable of the 2nd inst., are, at least, much exaggerated. Orders were never given on such a large scale.

[The previous cable stated that the firm had received orders for 1,000,000 spindles for China.]

## PRINCE'S VISIT TO BOMBAY.

CLAIMS FOR LOSSES IN THE RIOTS.

Bombay, July 4th.

In connection with the disorders during the Prince of Wales' visit in November 238 claims have been made for compensation for losses suffered, mainly by Parsees, totalling 28 lakhs. These were eventually reduced to 6½ lakhs, the bulk of which will be paid to the widow of an American engineer named Coherty who was killed in the rioting.



## CABLES.

## LATEST CABLES.

IRELAND'S CIVIL WAR.  
NEARING THE END IN DUBLIN.

London, July 4th.  
The last stand in Dublin of the Irregulars is now occurring, though the battle continues with varying intensity.

The Hammam hotel is on fire and the garrison has surrendered. The National Forces in the afternoon recaptured O'Connell Street Post Office, taking prisoners twenty Irregulars. Later an eighteen-pounder gun was brought up and bombarded the remaining positions of the Irregulars, who are isolated in three hotels, the Grosvenor, the Granville and the Crown. These hotels were shelled from a range of 150 yards, partially wrecking them.

The Countess Markevicz, leader of a group of women snipers, has been reported as captured, but there is no information as to the whereabouts of de Valera, who is thought to be hiding in the city.

A National officer has arrived at Crowdon for the purpose of proceeding to Dublin in a Bristol fighting plane, but it is doubtful if the Irregulars will hold out much longer.

## EARLIER CABLES.

## THE SACKVILLE STREET ENGAGEMENT.

London, July 4th.  
There was heavy fighting this morning, the Nationals employing snipe bombs to cover their rushes against the O'Connell Street stronghold, into which they hurled grenades. Simultaneously armoured cars were heavily machine-gunning the buildings, whose few defenders were compelled repeatedly to change positions by means of tunnels, in order to concentrate their defence at particular points. O'Connell Street is identical with Sackville Street.

## LATEST CABLES.

GERMAN REPUBLICAN  
DEMONSTRATION.

## NO SERIOUS DISTURBANCES.

Berlin, July 4th.  
The mass demonstration on behalf of the Republic held throughout Germany, generally passed off quietly. There were minor disturbances at Cologne, Magdeburg, Stuttgart and Zittau.

TREATY OF RAPALLO.  
PASSES THIRD READING.

Berlin, July 4th.  
The Reichstag passed the third reading of the Treaty of Rapallo, which was concluded at Genoa, between Germany and Russia.

## THE CROWN COLONIES.

## A PERIPATETIC GEDDES.

London, July 4th.  
Commenting on the Crown Colonies, the *Daily Chronicle* deems the policy sound whereby loans were raised in the British market for development work during the past year. The danger, to be guarded against, it says, is saddling Colonies with too heavy taxation. In many cases it is already very heavy. Indefinite increase would have political as well as economic effects. A serious attempt to realise economies in actual administration should accompany increased expenditure on development. There is considerable scope under the Colonial Office for a peripatetic Geddes.

## EARLIER CABLES.

SYMPATHY EXPRESSED FOR  
MALAYA.

London, July 4th.  
In the House of Commons, Major the Hon. E. F. L. Wood, in introducing the Colonial Office Estimates, dwelt on the Colonial and Empire's debt of gratitude to the Prince of Wales, whose self-sacrificing and devoted it was impossible to exaggerate. He emphasised the difficult period through which all the Colonies were passing, notably Malaya, the West Indies and all the African Colonies, but as a result of ancestral efforts they were succeeding in balancing their budgets. Depression was notably prevalent in Malaya, owing to the condition of the rubber industry, and there was no part of the Empire for which the House should feel a warmer sympathy. (Cheers). Malaya, in the days of her prosperity, gave generously to the Motherland. (Cheers). He wished he could say how an issue out of the present difficulties, but he was afraid this depended rather on a general world recovery.

## LATEST CABLES.

THE USE OF RUBBER FOR  
ROADS.METHOD CONSIDERED SATIS-  
FACTORY.

London, July 4th.  
The report for the year 1921, of the Rubber Roadways Limited—a company formed under the auspices of the Rubber Growers Association, to foster the use of rubber for roads—states that portion of a roadway laid at Southwark eighteen months ago, with rubber blocks vulcanised to metal plates, continues satisfactory. A less expensive method of attachment of the rubber has been evolved and an experimental area will be laid as soon as possible, although it must be a considerable time before the advantages of rubber roadways are fully demonstrated.

The company hopes that experiments will lead to the utilisation of rubber to pave streets where silence of traffic is an important consideration.

EXPORT DUTY ON PALM-  
KERNELS.

## ABOLITION FAVOURED.

London, July 4th.  
Opposition cheers greeted the announcement by Major E. F. L. Wood in the House of Commons, on Monday, that Mr. Churchill had decided to abolish the West African export duty on palm-kernels on the ground, first, that the Colonies concerned had complained that the duty had ceased to be revenue producing, and had hampered their commercial recovery.

Second, the largest exporters and business firms in Britain, who were concerned in the trade, considered the object of the duty, namely, diversion of trade in empire products to Britain, had been accomplished.

Margarine manufacture is now firmly established in Great Britain, and Liverpool is now the free market for palm-kernels instead of Hamburg. Moreover, as regards the Government's obligation to the kernel-crushing industry, the latter had decided to leave the Government's hands free, and to concur in the abolition of the duty.

AUSTRALIAN SEAMEN'S  
STRIKE.

## FIZZLES OUT.

Melbourne, July 4th.  
After a meeting of the Seamen's Union in Sydney, it was announced that members will be permitted to offer their services on the Commonwealth liner, *Largo Bay*. The management of the Commonwealth line declares that it will be from four to six weeks before the vessel is recommissioned.

MAXIMILIAN HARDEN'S  
ASSAILANTS.

## AN ARREST AFFECTED.

Berlin, July 4th.  
It is stated that Maximilian Harden's assailants belong to the same circles as the man suspected of complicity in the assassination of Dr. Rathenau, for which crime the police of Altona, in East Prussia, have effected a further arrest.

## EARLIER CABLES.

## THE HAGUE CONFERENCE.

## RUSSIA'S IMPOSSIBLE ATTITUDE.

The Hague, July 4th.  
M. Litvinoff handed the Commission the text of the decree issued by the Council of Commissaries in May enforcing some of the undertakings by the Soviets regarding private property. The decree admits rights to property acquired since May, but is not retrospective. The decree is regarded here as a move in the right direction.

A two hours' meeting of the Private Property Sub-Commission to-day developed into a wrangle, in which the non-Russian members rejected M. Litvinoff's questionnaire as useless and impossible.

[The reference is presumably to M. Litvinoff's memorandum proposing that the Powers advance the Soviets a sum of nearly three hundred and fifty millions sterling. At the same time M. Litvinoff asked for information concerning the claims of foreign bondholders.]

RECONSTRUCTION OF FRENCH  
WAR AREAS.

## EMPLOYING GERMAN LABOUR.

Paris, July 4th.  
The Cabinet has decided to forward to the Reparations Commission the first section of the reconstruction scheme drawn up by M. Trocener, Minister of Public Works, by which German labour will be employed throughout France in rebuilding roads, waterways, and other public works at a cost of twenty billion francs.

SHELL TRANSPORT CO'S  
POLICY.FIGHTING-FUND RUMOUR CON-  
TRADICTED.

London, July 4th.  
At the annual meeting of the Shell Transport Company at the Cannon-Street Hotel, the Chairman, Mr. Walter Samuel, after referring to certain decreases as to be expected in a year of industrial depression, said it had been rumoured that the large amount of money they raised recently was for a fighting fund. He was unaware whence the rumour originated, but certainly it did not do so from the Board, which did not desire or intend to fight anyone. They raised the money with the intention of employing it usefully in forwarding the Company's business.

[The dividend for the past financial year was 5½ per cent, against 35 per cent in the previous year, the Board favouring conservation of funds.]

## GERARD BEVAN'S ARREST.

PROSECUTION BY AUSTRIAN  
POLICE.

Vienna, July 4th.  
The Austrian police have decided to prosecute Mr. Gerard Bevan (the fugitive director of the City Equitable Insurance Co.) for assaulting the detectives at the time of his arrest, and the trial will be held shortly. The punishment which may be inflicted is six months to a year's imprisonment.

Meanwhile extradition proceedings are following the normal course, involving negotiations between the British Legation, the Austrian Foreign Office, the Ministry of Justice, and the Criminal Court.

It will be remembered that on the occasion of his arrest, Gerard Bevan put up a desperate resistance to the Austrian detectives who effected his capture. He was a director of the City Equitable Insurance Co. and after his flight on the failure of the Company made his way to Vienna under a very effective disguise.

THE KING INSPECTS  
ATLANTIC FLEET.EX-GERMAN WARSHIP TO BE USED  
AS TARGET.

London, July 4th.  
His Majesty King George, aboard the yacht *Victoria and Albert*, met the Atlantic Fleet of ninety ships in the Channel fifty miles from Tor Bay. After inspection the fleet returned to its anchorage, where the King will visit the ships to-morrow.

On Thursday His Majesty, aboard the *Queen Elizabeth* will witness gunnery tests in the Channel, the most important being an air attack upon the ex-German warship *Seydlitz*.

COUNTY CRICKET.  
THE FIGHT FOR THE  
CHAMPIONSHIP.

London, July 4th.  
At Leyton, Surrey led Essex on the first innings, Hobbs scoring 60 and Shepherd 75.

At Birmingham, Kent beat Warwick by 125 runs, their all-rounder Woolley, being in wonderful form. In Warwick's first innings he captured eight wickets for 52 and in the second six for 39, besides scoring 63.

At Worcester, Gloucestershire led the home county on the first innings.

At Leeds, Yorkshire beat Glamorgan by an innings and 103 runs, Oldroyd scoring 143 and Rhodes 110.

At Chesterfield, Derby led on the first innings against Somerset.

At Southampton, the Hampshire-Nottingham match was drawn (i.e., it did not proceed far enough for a first innings decision). For Nottingham, George Gunn scored 180, not out, while Kennedy made 110 not out for Hampshire.

At Leicester, the home county was defeated by Sussex, who won by an innings and 27.

WORLD'S TENNIS  
CHAMPIONSHIP.

## TWO SEMI-FINALS REACHED.

London, July 4th.  
At Wimbledon, ten thousand people waited for hours in pouring rain, which ceased at five o'clock. Only the protected centre court was then fit for play.

Anderson qualified for the semi-final by beating O'Hara Wood 6/2, 6/4, 2/6, 2/6, 6/4. Anderson was erratic and uncertain but took the last set brilliantly.

Mr. Lenglen entered the semi-final by beating Miss Ryan 6/1, 8/6.

There was no further play.

BRITISH CABINET  
RESHUFFLE.DESCRIBED AS "PURE  
SPECULATION."

London, July 4th.  
Statements as to a Cabinet reshuffle are described by Downing Street as pure speculation. The Foreign Office announces that there is no authority for the report of the impending retirement of Marquis Curzon who is returning to London on Friday. The Marquis's health has been almost completely restored, but he has been advised to complete the cure of pleuritis by three weeks' treatment in France.

## BOTTOMLEY'S APPEAL.

## SENTENCE UNCHANGED.

London, July 4th.  
Bottomley's appeal was dismissed. The sentence passed on May 25th is therefore unchanged.

## BRITISH WORLD FLIGHT.

Amers, July 4th.  
Major Blake, the aviator, has arrived.

ALLEGED ZIONIST HEGEMONY  
ATTACK ON PALESTINE MANDATE  
FALLS.

London, July 4th.  
An attack on the Palestine Mandate and the Rutenberg concession in the House of Commons was made the ground for a motion to reduce Mr. Churchill's salary. The mover, Sir W. Joynson-Hicks, charged the Zionists with aiming at complete control of the Palestine Government. The motion was defeated by 293-53.

MEXICAN BANDITS' ALLEGED  
PRISONERS.

## STATEMENT DENIED.

Amsterdam, July 4th.  
The *Bataafsche* Oil Company denies the statement of the State Department at Washington that eighty-five employees of the Corona Company are held prisoners by Mexican bandits.

RAILWAY DISASTER.  
STRASSBURG-PARIS EXPRESS  
DERAILED.

Strasbourg, July 4th.  
Three were killed and 20 injured by the derailment of the Strassburg-Paris express near Sarrebourg.

## RAISING THE "LUSITANIA."

NAVAL AND SALVAGE OPINION  
ON THE PROSPECTS.

America has hopes of raising the *Lusitania*. A salvage company is starting from Philadelphia for the Irish coast with one of the large wooden vessels that were built during the war, and it is the intention, either before or after it has raised the great liner that was torpedoed seven years ago, to attempt to save a number of other vessels that have since been sunk. It is not expected, says the message that brings the news of this proposal, that there will be great difficulty in raising the *Lusitania*, as her exact position is known.

Naval and salvage authorities in Britain, however, regard this forecast as too sanguine. In their view it is almost an impracticable project and commercially quite unsound. It is pointed out that there are in the United Kingdom a number of salvage companies well equipped with the best modern appliances for raising sunken vessels, and that if there had been anything commercially profitable in raising those which are still at the bottom of the sea attempts would have been made long ago.

As a matter of fact the Admiralty Salvage Section repaired and took into port during the war nearly five hundred ships, whose value in cargo exceeded sixty millions sterling which had been torpedoed and sunk, or run ashore, or abandoned in a sinking condition. They salvaged everything that was worth salvaging. That was at a time when every ship was of great value, and many of them contained foodstuffs and raw material which were of vital importance to the nation. Even then it was not considered practicable to raise the *Lusitania*, and today the value of shipping has gone down so that it would cost a great deal more to raise the great liner, supposing such an enterprise possible, than she would now be worth.

Sir Frederick Young, who was in charge of the Admiralty Salvage Section during the war, and amongst other great achievements, raised the *Franklin* after she was sunk in Ostend harbour, and was formerly chief surveyor to the Liverpool Salvage Association, discussed the Philadelphia project in an interview with a representative of *The Observer*. He thought it very improbable, although perhaps not absolutely impossible, that the *Lusitania* could be raised. Certainly, he said, the cost would be out of all proportion to the value which could be expected to be recovered if she were raised. The first consideration in salvage, he explained, is always whether, from a commercial point of view, the enterprise is likely to prove profitable. In the case of the *Lusitania*, which has been seven years at the bottom of the sea, she is obsolete and worn out. It would cost as much to reanimate her as to build a new vessel, and, as far as regards specie we have never heard that there was any on board, or that she had amongst her cargo any valuables that would help to justify the heavy expenditure that would be necessary in any salvage operations.

To build, as some had suggested, a floating chamber nine hundred feet long and a hundred feet wide, and to attempt to raise the wreck by means of steel cables would involve, Sir Frederick pointed out, an expenditure so considerable as to make the undertaking by that means quite impossible on any commercial basis. There is the alternative method of using compressed air. By this means the big guba marine K13, a vessel of two thousand tons, was raised from a depth of fifteen fathoms. But before compressed air can be pumped in to a sunken vessel all the openings have to be closed. And how is this to be done in the case of the *Lusitania*, lying at a depth of two hundred and fifty feet? It might be possible by means of some bell appliance, but it does not appear to be very practicable. The employment of divers at this depth is out of the question. With the present diving dress it is much beyond the limit at which they can work. The deepest diving that has yet been done is about a hundred and eighty feet, and that was by an officer in the navy.

It will be gathered, therefore, that the *Lusitania* Salvage Company of Philadelphia has a very difficult, if not an impossible, task before it, and that in any case the enterprise will require the support of philanthropists or of persons who would not mind what money they lose in the hope of ascertaining all that happened to the torpedoed liner.

## PRINCE OF WALES'S ZOO.

TIGERS, LEOPARDS, AND 22FT.  
PYTHON.

## PYTHON.

The animals presented to the Prince of Wales by the Federated Malay States on the occasion of his visit to the Far East, and presented by his Royal Highness to the Zoological Society, arrived at the end of May at the London docks on board the liner *Titan*. Over 300 mammals, birds, and reptiles (comprised in the collection, which is one of the largest and most interesting ever received in Great Britain. Arrangements have been made to exhibit it along with the Prince's animals from Nepal, which were received at Regent's Park just before Easter.

The losses on the journey have not been numerous, but, unfortunately, include the proboscis, or long-nosed monkey, a creature with so enormous a nose as to present the appearance of a deformity. These rare monkeys have been only once previously exhibited alive in captivity, and the loss is, therefore, to be specially regretted. The animals presented to the Prince include an elephant, a young and perfectly tame rhinoceros, two tigers, four black leopards, a clouded leopard, an orang outang, a gibbon, a large number of pig-tailed monkeys, two bears, three foxes, seven porcupines, various rare sheep and deer, over 100 birds, and a number of reptiles.

The black leopards are perhaps the most handsome of all these creatures, their skin exhibiting under reflected light a "watery silk" appearance. Black leopards, which are very rare in India but not uncommon in Malaya, are generally believed to be much fiercer than the normally coloured animal. The new arrivals appear to be exceptions to the rule. Amongst the birds the most valuable and interesting are the magnificent argus pheasants. These, the largest of all pheasants, attaining a length of over 5ft., are reddish brown in colour, covered all over, in the case of the male bird, with ocellar spots of a metallic bronze. A peculiarity of the male argus pheasant is its nuptial display, which consists of elevating and shaking its extremely long wing and tail feathers. During this performance the bird places its head under its body, in order that there may be nothing to interrupt the full view of its wonderful plumage. These pheasants are shy birds, and it may be some weeks before they settle down in their new quarters and go through their strange antics in public.

A giant reticulated python, measuring 27ft. in length, is the most remarkable reptile. This species is known to grow to a length of 80ft. The new arrival is, however, probably the largest specimen that has ever been captured alive, and should prove a great popular attraction. As suitable accommodation for this monster reptile will not be available in the exhibition, it will be shown in the reptile house in the cage now inhabited by a 20ft. long snake. The moving of these giant snakes will be no easy task, and the services of at least fifteen men will be required to deal with the newcomer. In handling these creatures the men are disposed along the body at intervals of a few feet, like firemen on a hose. Owing to the crushing power of the constricting snakes being greatest at the hindmost part of the reptile, a larger number of men are assigned positions on the tail than on the body. A large king cobra—the largest and by far the most aggressive of all poisonous snakes—is another interesting reptile forming part of this remarkable collection.

"THE MANCHESTER  
GUARDIAN" AND MR.  
ASQUITH.

A London message to the *American Press* recently said:—Political circles are marvelling at the curious letter which Herbert H. Asquith sent to *The Manchester Guardian*, the most faithful of all newspaper champions of Liberalism. *The Guardian* prints it this morning:—

"Sir: My attention has been called to the following statement in the leading article of *The Manchester Guardian* issue of to-day:—

"Are we or are we not to enter into a direct and exclusive agreement with France for the military defence of her territory? On this it might be supposed that the Liberal leaders or the great Liberal assembly would have something to say. But in effect they have said nothing."

"This is a falsehood."

"Faithfully yours—

H. Asquith."

To this *The Guardian* appended this editorial note:—

"Mr. Asquith accuses us of intentional misrepresentation. It is as grave a charge as he could make. We are, of course, prepared to admit to reasons shown, but Mr. Asquith supplies no reason. It remains for him either to do so or, as we understand the duty of public men, to offer an apology for his attack upon *The Guardian*."

*The Evening Standard*, commenting on this quarrel between Mr. Asquith and his editorial supporter, remarks:—

"Ah! These public men! Newspapers can support them for years and have not one word, but let anything be said which does not suit, and many of them behave as though a pitchfork had been stuck into them."

*The Star* points out that Mr. Asquith's views of a compact with France were stated in his speech of January 20th, in which he said that the British policy must include "resolute avoidance of entangling engagements which may tie our hands and mortgage the future between separate Powers or groups of Powers."

## SCOTTISH SPORT.

## AMATEUR GOLF CHAMPIONSHIP.

## WEEDING OUT THE FIELD.

## TOLLEY AND ARMOUR DEFEATED.

## [FROM OUR OWN CORRESPONDENT.]

## EDINBURGH, May 24th.

There was one great surprise and several smaller ones in the first day's play for the Amateur Golf Championship at Prestwick. The exit of the Orkney and ex-Champion, C. J. H. Tolley, was the outstanding event. Had it been brought about by one of the competitors for the title it would have caused comment, but to be the feat of a golfer with merely a local reputation created quite a first-class sensation. Samuel Robinson, who has thus made himself famous, is a plumber in the employment of Southport Corporation. He has played only in two Haylake Championships, and he has taken his holidays to come here this week. Tolley was never in front, though at no time was he more than two holes down. Willie Hunter, the Amateur Champion, was supremely confident and jaunty, playing golf which looked to him very easy, pitching as if with the barrel of a club, and holding stiff putts in the most casual fashion. W. B. Torrance pulled off his match with Alexander Armour having several holes to spare; Armour, who seemed to be made of steel, was too much for him, leaving shortly for America, to join his brother Tommy Armour, in the management of a golf course. Well-known men went out, and among them Internationalists in C. V. L. Frooman, Angus Hambro, and T. A. Torrance. Budd Clarke, of Tantalus, also failed to qualify. But most of those who were expected to survive did so including Harry Braid, Gordon Simpson, J. L. C. Jenkins, E. W. E. Holder, Carl Brotherton, and Robert Harris. Two Glasgow University students greatly distinguished themselves: Robert Rutherford beat T. A. Torrance, and William Brock beat Flight-Commander Hayward, the Air Force Champion; both Glasgow youths fought to the nineteenth hole, and won after their opponents had been dormy. R. V. K. Finlay, St. George's Hill, beat Captain Wilfrid R. Pike, Gilmur, India, by 8 and 7.

In the second day's play, Harold Hilton renewed something of his old glories by convincingly beating Gordon Simpson, and sending him into the outer darkness. It was not merely a case of Gordon Simpson being off his guard, Hilton, on the scene of one of his greatest triumphs, and perhaps inspired by the memory of it, played wonderfully young and skilful golf considering that the fifty age mark is now behind him, and that he is generally regarded as having had his day. To beat one of the giants of the England-Scotland battle was truly no small feat. With the exception of Gordon Simpson, all the better known candidates established their right to a further try. Hunter, however, did not play altogether convincingly.

## DOMINIONS AND THE S. AND A.

The Rules of Golf Committee have resolved to admit the Overseas Dominions as corresponding members of the Committee. Decisions affecting the Rules of the game will be submitted for consideration by the various Overseas bodies before they are finally issued to the golfing public.

Heavy rain spoiled cricket all over Scotland. The two matches down for the Counties Championship were both stopped. In the Aberdeen-Clackmannan engagement, however, one gratifying feature was the success that attended Captain G. W. A. Alexander. The talented Aberdeenshire batsman, who was one of last season's discoverers, batted in a style that recalled his great stand against the Australians at Raeburn Place last summer. In the Western Union tournament, Greenock's good victory over Uddington was marked by still another display of form by John Kerr, Scotland's cricket captain; he completed his first century for the season. Among the other matches Carlton's strong game against Perthshire and Watsonians' victory over Cupar are worthy of note.

## STRENGTH OF THE GERMAN NAVY.

Mr. Amery (Financial Secretary to the Admiralty), in a written reply to Mr. Wise on May 20th, gave the following particulars of the present strength of the German Navy:—

Battleships.—Eight, two of which are in reserve, with armament but without ammunition.

Light Cruisers.—Eight, two of which are in reserve, with armament but without ammunition.

Destroyers.—Sixteen, four of which are in reserve, with armament but without ammunition.

Torpedo Boats.—Sixteen, four of which are in reserve, with armament but without ammunition.

Gunboats.—Four, two of which are without armament.

Surveys Vessels.—Two.

Miscellaneous Vessels.—Two.

Numbers will not be fixed until minesweeping operations have been completed.

No ships have been added during the last twelve months. Authority has been given for building one light cruiser. Her construction has, however, been held up pending the reply to Germany's request to be allowed to retain one of her war light cruisers instead of building a new ship.

Charged with the murder of a man whom he had befriended and who, in his absence, had robbed his aged mother, Carl Vajth pleaded the unwritten law. The jury found him not guilty, and in discharging him the judge said: "Return to your home and the mother you defended, and continue to be to her the dutiful son you have shown yourself, God bless you."



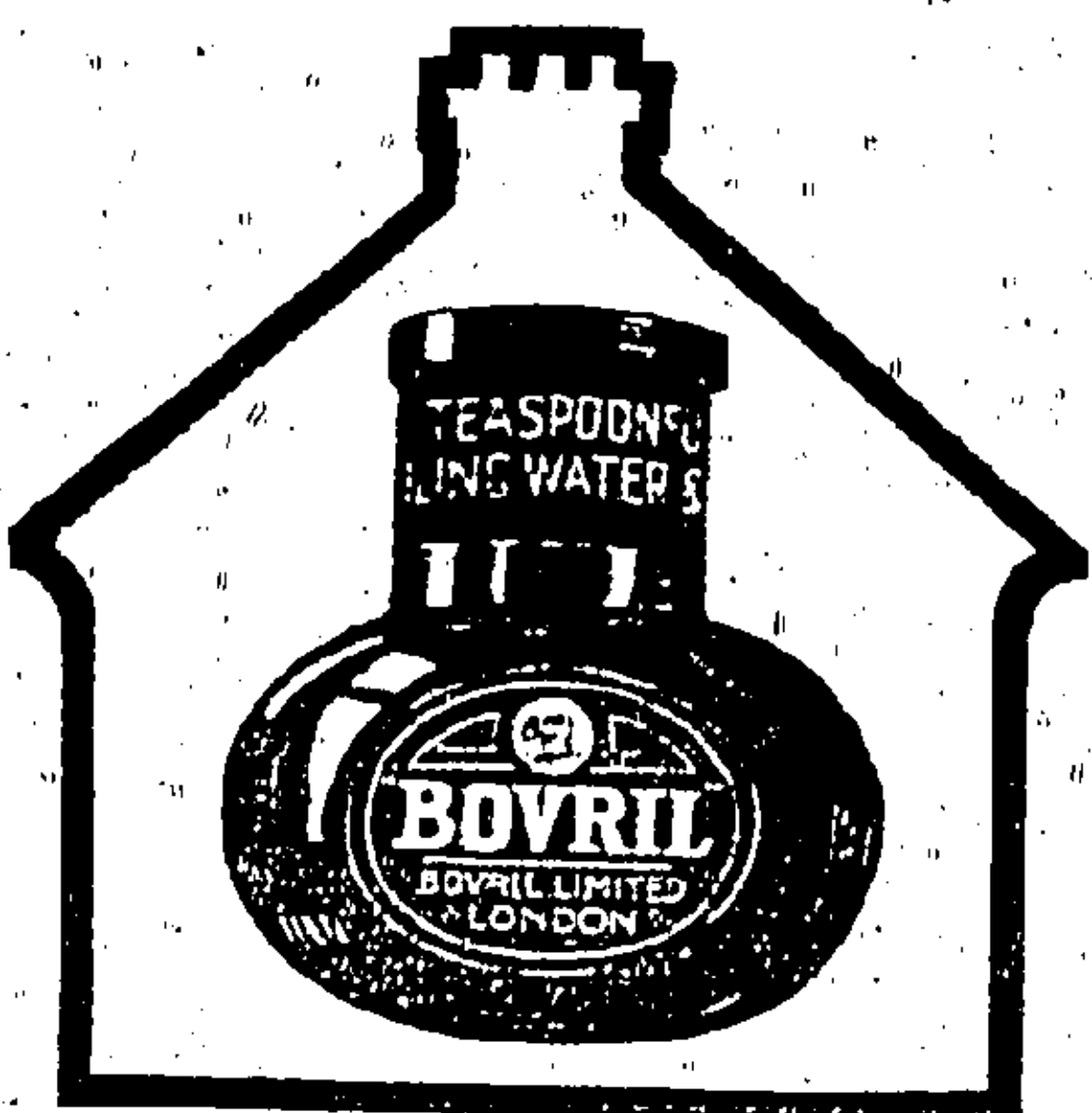
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### LADIES' GOLF CHAMPION- SHIP. WONDERFUL GOLF BY MISS WETHERED.

Miss (Peg) Litch was beaten on the Prince's links at Sandwich on May 16th, by nine holes up and seven to play by Miss Joyce Wethered in the final round of the competition for the Ladies' Golf Championship. Miss Litch was Champion in 1914, 1920, and 1921.

The conditions in which this final round was played were not good, for there was a very strong wind and the light was not good. Yet the golf played by Miss Wethered was wonderful in its strength and accuracy. The first eighteen holes were closely contested, and at the end of the first round Miss Wethered was only one hole up. In the afternoon round, however, Miss Wethered was much the better player, and it was soon obvious that unless her play suddenly cracked, Miss Wethered was certain to win. Miss Litch was not at her best in the afternoon round, and was probably feeling the effects of her accident in America last year, but at the same time, it must be admitted that she would have had to play better golf than even she has ever done to have won on that day.

Miss Wethered is a very worthy Champion, and a worthy successor to one of the greatest lady players of all time. The possible meeting of these two fine lady players in the English Ladies' Close Championship this season, and in the Ladies' Open Championship of next year will be awaited with great interest.

### MANNERS AT THE LADIES' BRIDGE-TABLE.

FROM LONDON "DAILY CHRONICLE."

One of the times at which even the most habitually courteous and kindly people are often inclined to show irritation and unreasonable contention is at the bridge table.

Self-control and coolness in the face of losing bids are very important traits to be cultivated by the bridge player.

Whether a player has merely consented to "make up a four" for lack of another, or has arranged beforehand to play, she should bring a gracious and sympathetic manner to the table, and do her best to give her three companions a good rubber. The atmosphere of sincerity and affability she diffuses will affect the whole party.

Nervous actions, such as tapping with the fingers on table, while waiting for others to play, fidgeting with a peck, humming and looking about the room and away from the game, are most annoying and distracting to the other players.

Inattention shows lack of manners. There are some people who, during the playing of nearly every hand, pause when their turn comes and inquire, "What are trumps? I've forgotten." Others constantly play out of their turn, ask who put down which card, and whether they should play from their own hand or "dummy's."

"Dummy" ought not to rise from her seat and inspect the cards of the others, as many people do. It is her business to sit quietly watching while the hand is played, and not allow her attention to wander elsewhere. Above all, she should not carry on a conversation with anyone in the vicinity, and so disturb the concentration of her partner and opponents.

No player would, of course, think of conveying, by glance or remark, information to her partner regarding the cards she holds, but some have a tiresome habit of interpolating, exclamations of surprise, triumph, annoyance, or even accusation levelled against their partner, which is unnecessary and distracting, as well as often a partial betrayal of their position to their opponents.

It is a mistake, when having the misfortune to be cast with an indifferent partner, to show feelings of injury. That unfortunate person will probably become confused and play wildly, far below her usual standard, if she realises you attitude. Smiling sympathy and encouragement are far more likely to induce careful play.

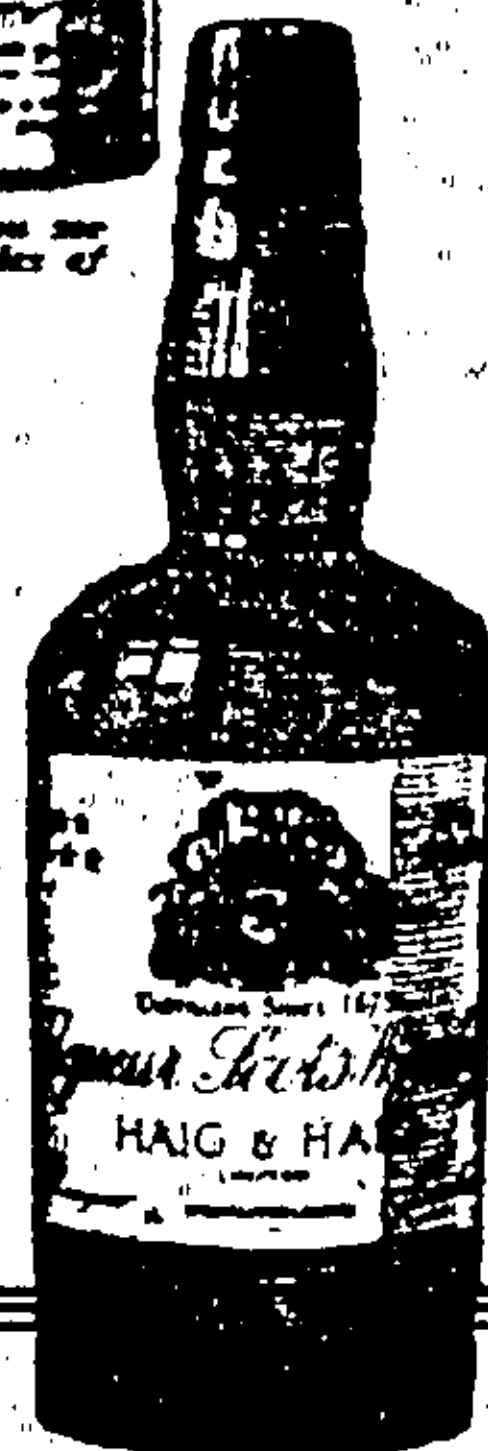
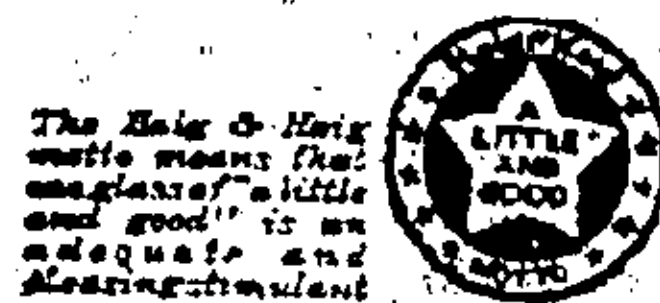
The fact that bridge is played as a pastime is frequently forgotten, and the post-mortem inquiries held while points are added up are sometimes in the nature of mutual recriminations, especially between the losing partners. All have done their best, and controversy will not alter the score.

### "DIRECT ADDRESS FROM SPIRIT VOICES." QUEEN'S HALL EXPERIMENT PLANS.

The Rev. G. Vale Owen, vicar of Orford, addressed a large meeting on May 22nd at Queen's Hall. Speaking for the Society of Communion, he gave further instances of personal experiences of psychic phenomena.

At the close of the meeting, Dr. Ellis Powell, the chairman, said that at the next meeting of the society, which would probably take place at Queen's Hall in the early autumn, it was hoped to be able to offer to those present a direct address, audible throughout the hall, from one or more spirit voices. According to the present plans there would be produced, under absolutely watertight conditions as regarded the elimination of all possible fraud, in an adjoining room under the roof of the hall, and by means of a machine, which was being perfected by the hon. secretary (Mr. Potter), the voices would be amplified, so that they would be heard by every one. That would be the first occasion on which so large an incarnate audience would be addressed from the other planes of existence.

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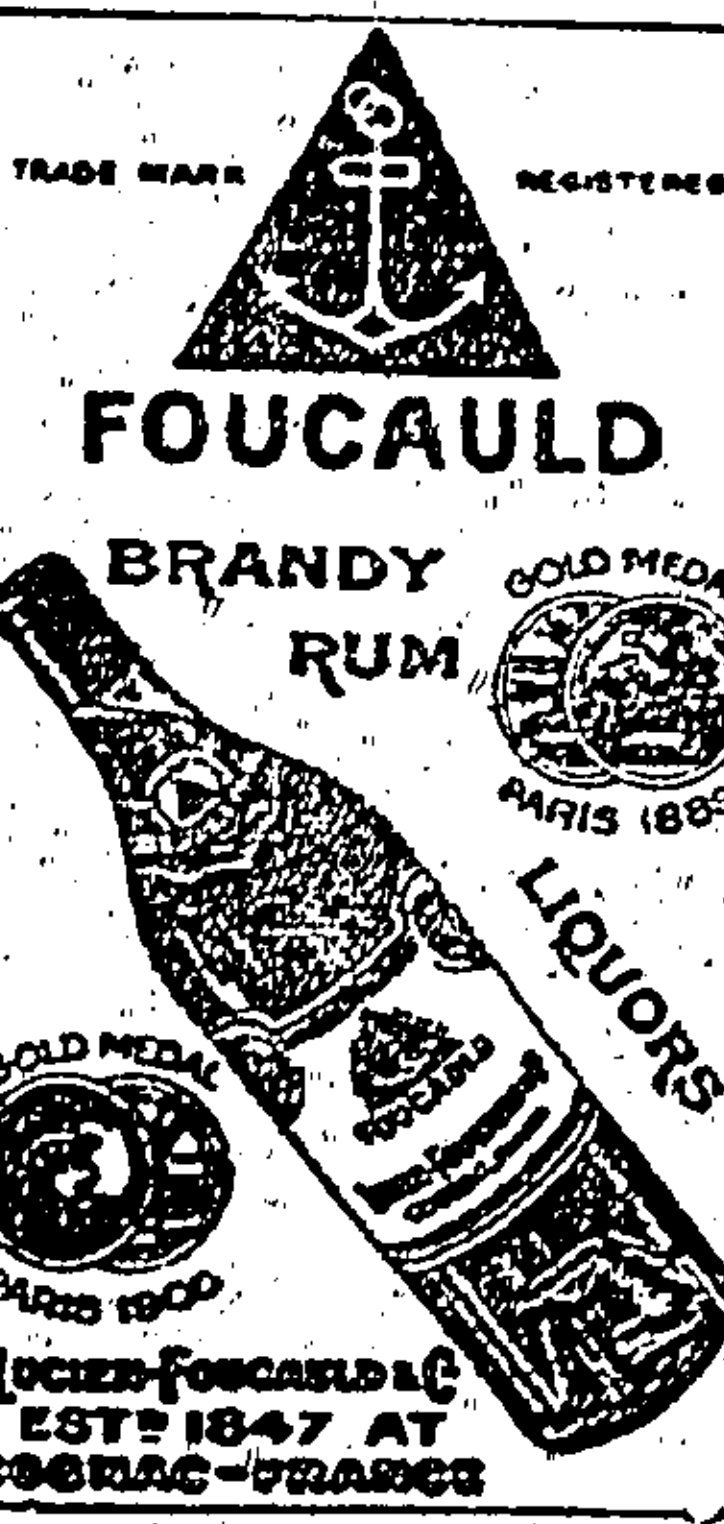
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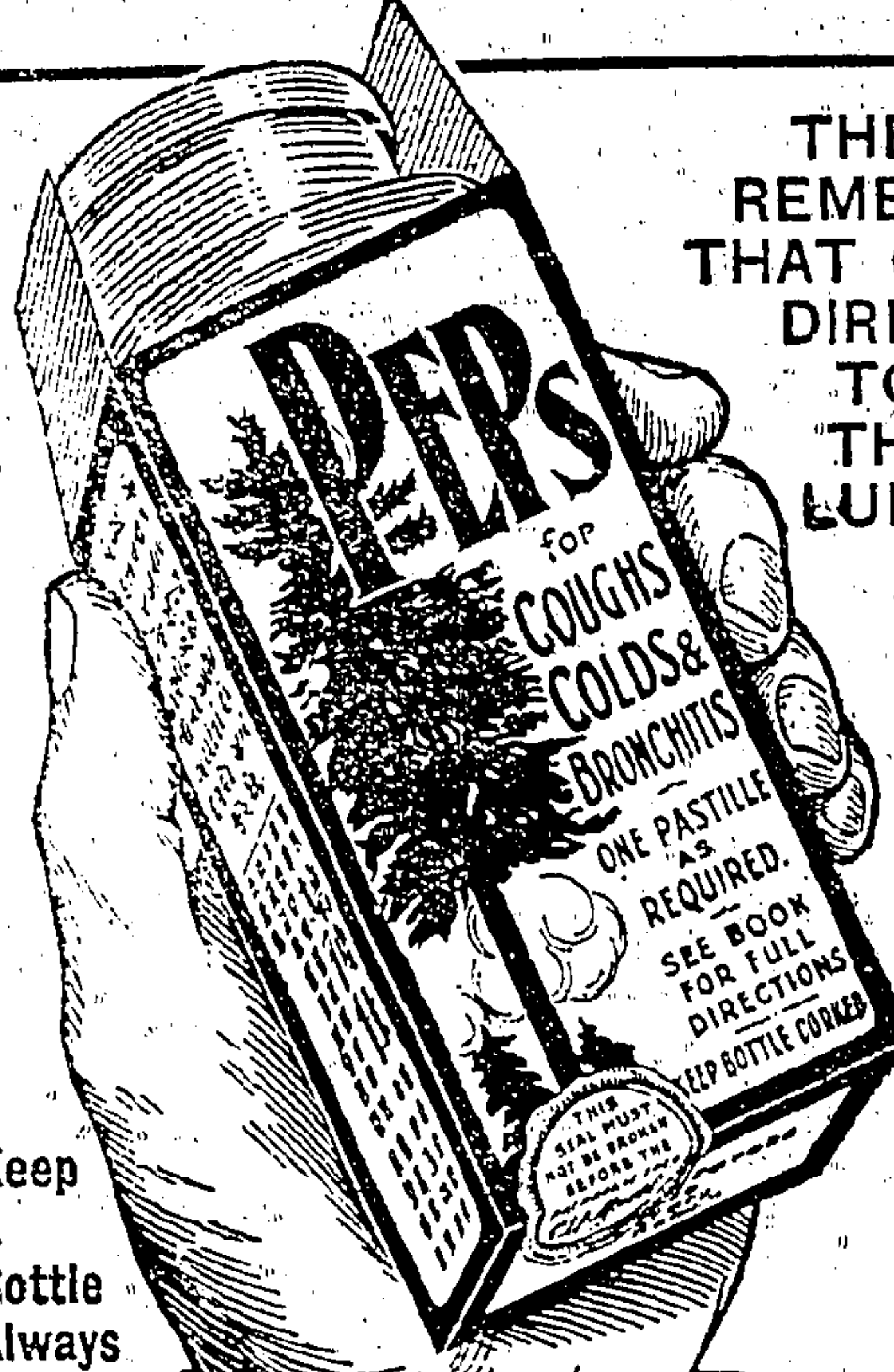
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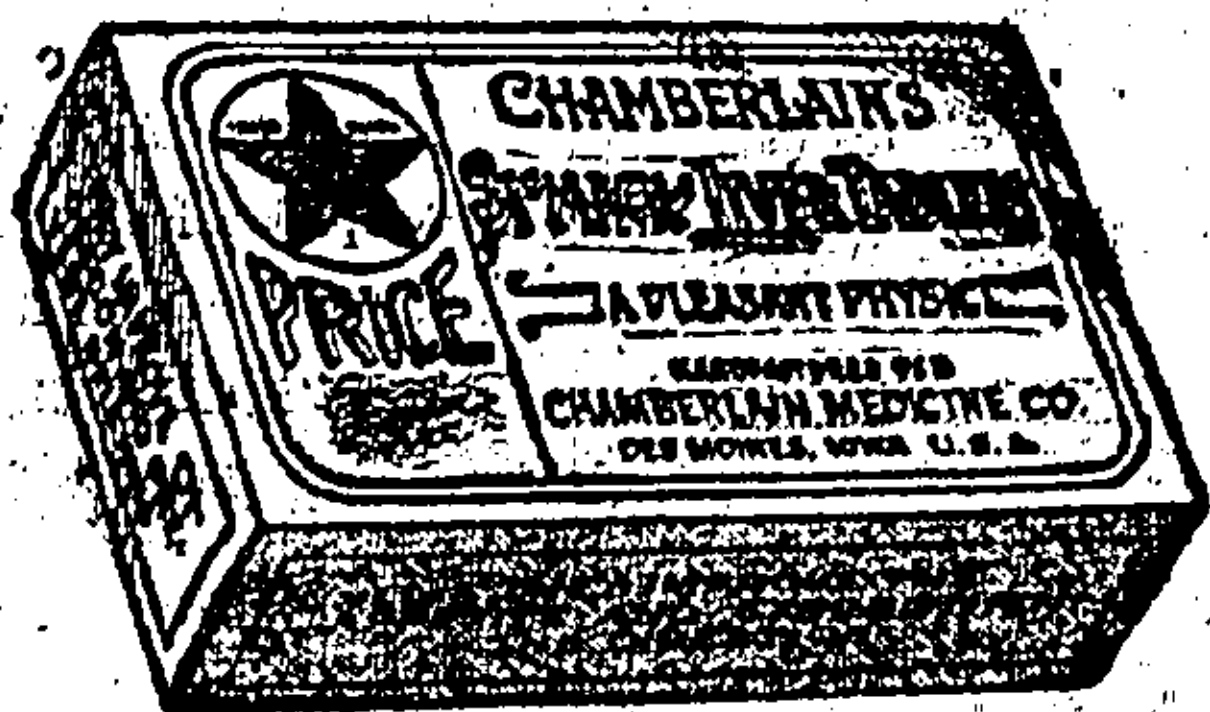
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GERMANY'S LATE NAVY.  
WAR LOSSES REVEALED IN  
OFFICIAL RECORD.

Throughout the war Germany took great pains to conceal the exact sum of her casualties, naval no less than military, writes a special correspondent of *Lloyd's Shipping Gazette*. Only those losses that were too patent to be hidden were admitted, the others being carefully suppressed. The concealment or minimising of casualties, is, of course, a perfectly legitimate article of war and one indeed, which is almost invariably practiced. It has the twofold object of keeping the public at home in good heart and of deceiving the enemy. During the late war, however, the British Admiralty took the unconventional course of publishing—with one exception—every naval loss as it occurred. The exception was the sinking of H.M.S. *Audacious*, which was kept from the public at the direct request of the Commander-in-Chief, Grand Fleet, for weighty reasons since explained.

Apart from this single instance, however, the casualties suffered by the navy were communicated to the press without delay. As these were fairly severe and apparently not balanced by enemy losses in anything like the same proportion, the public naturally assumed that the war of attrition was exacting a heavy toll from our side while leaving the German Fleet more or less immune. Needless to say, the German Government did its best to encourage this impression and succeeded so well that when, shortly after the armistice, the German papers were permitted, for the first time to reveal what the fleet had actually suffered in respect of material damage, there was something of an outcry against what the *Berliner Tageblatt* termed "the colossal and unheard-of deception" of the Imperial naval authorities.

The first complete and detailed list of the German Navy's war casualties is given in the *Taschenbuch der Kriegsjahre*, the well-known naval annual, which has just reappeared after a lapse of several years. The submarine losses were, of course, by far the heaviest, as these were the only units of the German Navy that were employed with any degree of boldness; but the surface vessels did not by any means go unscathed. Owing to their being kept almost continuously in harbour, the largest ships had the fewest losses. No dreadnought battleship was sunk and the only pre-dreadnought battleship to meet with this fate was the *Posadnik*, torpedoed at Jutland. This vessel, with the *Letow*, a 26,000-ton battle cruiser, also destroyed at Jutland, represented the total German losses in capital ships. With the armoured cruisers, however, it was very different. Of the number of this type that existed at the outbreak of war, six were sunk by enemy action. The casualties among light cruisers were also extremely heavy, no fewer than 20 such vessels being accounted for.

**DESTROYER CASUALTIES.**  
The majority of the foregoing losses occurred in circumstances unfavourable to concealment, and were therefore known during the war. What was certainly not known, at any rate to the general public, was the terrible havoc that was going on among Germany's torpedo craft and auxiliaries. The tables published in the *Taschenbuch* show that 84 German destroyers were sunk by enemy action—that is to say, about 15 more than our own losses in this type. The total is astonishing in view of the fact that, whereas British destroyers were constantly engaged in hazardous duties in every naval theatre of war, spending nearly the whole of their time at sea, the German boats were kept mainly on the defensive, and only rarely used for aggressive operations. Incidentally, these tables are a significant commentary on the German bulletins which were issued after the several encounters that took place between German destroyers and ours, and which almost always stated that "our boats returned safely to harbour."

Perhaps the most arresting fact in regard to this list is the high percentage of German losses incurred through mines. Complaints were often heard during the war about the supposed ineffectiveness of our mines as compared with the German type, but here we see a very different picture. Mine explosions caused the destruction of the following German vessels:—Three cruisers, 49 destroyers, 36 submarines, and well over 100 auxiliary craft.

Upwards of 200 German submarines were destroyed during the war—about 180 in action and the remainder by their own crews to prevent capture. Twenty were torpedoed and sunk by British submarines, thus disproving the pre-war belief that "submarines cannot fight submarines." The other losses were due to gunfire, ramming, depth charges, or aerial bombs, while a few boats were lost by the accidental detonation of their own mines.

**AUXILIARY FLEET WIPED OUT.**  
Of the auxiliary cruisers and other large mercantile vessels commissioned for war duties, nearly all came to grief. The *Cap Trafalgar*, *Kaiser Wilhelm der Grosse*, *Meleor*, *Leopard*, *Greif*, *Königin Luise*, serving as armed cruisers, were destroyed in action, and many others were shipwrecked, interned, or voluntarily scuttled. Actual war losses among these and other subsidiary vessels may be tabulated as follows:—

|                                                         |    |
|---------------------------------------------------------|----|
| Auxiliary cruisers...                                   | 15 |
| Fuel ships...                                           | 4  |
| Fleet messengers...                                     | 4  |
| Convoy escort ships...                                  | 3  |
| Large minesweepers (350-450 tons)...                    | 29 |
| Small minesweepers...                                   | 16 |
| Auxiliary minesweepers...                               | 46 |
| Outpost boats (small merchantmen and steam trawlers)... | 60 |
| Guard and boom defence...                               | 17 |
| Tugs...                                                 | 4  |
| Miscellaneous auxiliaries...                            | 18 |

(Continued at foot of next column.)



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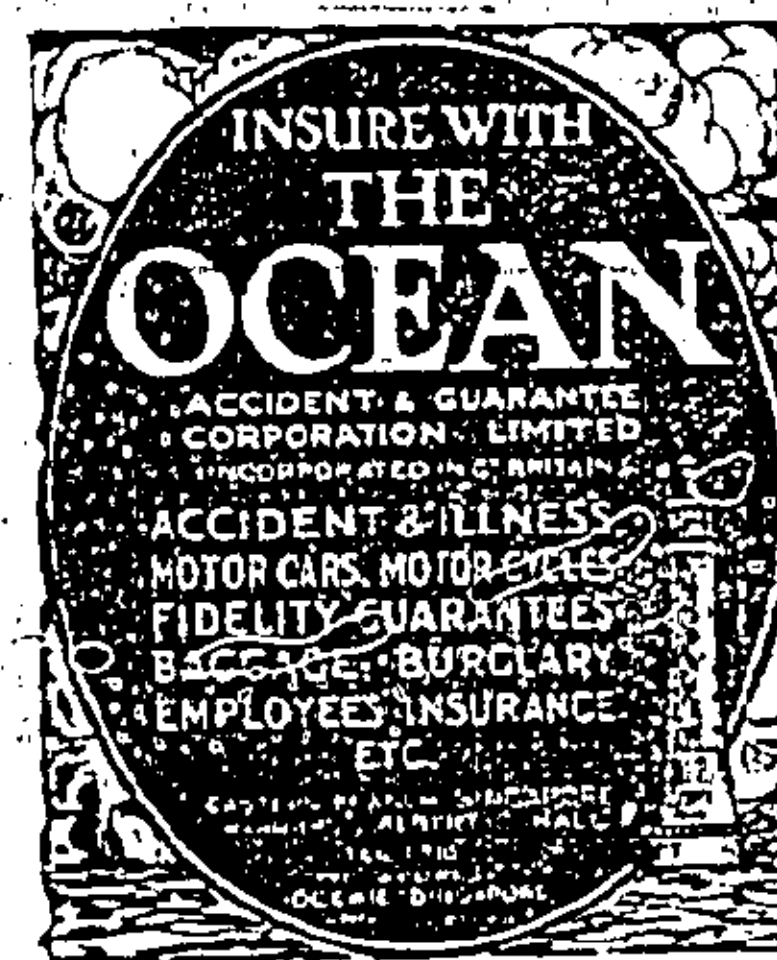
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The *Taschenbuch* also gives full statistics relating to the fate of Germany's naval airships, of which, from beginning to end, there were 63 Zeppelins, nine Schütte-Lanz, and four Parsevals. Of this total of 76 airships, 58 were lost during the war. Twenty were shot down by gunfire or aircraft, many others were destroyed in their sheds by allied airmen, and the remainder lost by accident or in bad weather, one, the *L10*, being struck by lightning at Ouhaven on September 8th, 1915.

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## SAILINGS, SUBJECT TO ALTERATION

|                      |             |                               |
|----------------------|-------------|-------------------------------|
| SHANGHAI via SWATOW  | "TINGSANG"  | Thursday, 6th July, Noon.     |
| NEWCHOW via SHANGHAI | "LOKSANG"   | Friday, 7th July, Noon.       |
| MANILA               | "WINGSANG"  | Friday, 7th July, 3 p.m.      |
| TIENTSIN             | "CHIPSANG"  | Saturday, 8th July, Noon.     |
| TSINGTAU via SWATOW  |             |                               |
| SHANGHAI             | "HANGSANG"  | Sunday, 9th July, D.L.        |
| BANGKOK via SWATOW   | "YATSHING"  | Monday, 10th July, Noon.      |
| ANTUNG via CHEFOU    | "YUSANG"    | Tuesday, 11th July, Noon.     |
| STRAITS & CALCUTTA   | "KUMSANG"   | Wednesday, 12th July, 3 p.m.  |
| BANGKOK via HOIHOW   | "CHINGSANG" | Wednesday, 12th July, 10 a.m. |
| HAIPHONG via HOIHOW  | "LEBSANG"   | Thursday, 13th July, D.L.     |
| SHANGHAI via SWATOW  | "UJOVSANG"  | Thursday, 13th July, Noon.    |
| TSINGTAU via SWATOW  |             |                               |
| SHANGHAI             | "WAISHING"  | Friday, 14th July, Noon.      |
| ROBE & YOKOHAMA      | "HOSANG"    | Sunday, 23rd July, Noon.      |
| SANDAKAN             | "HINSANG"   | Tuesday, 25th July, Noon.     |

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|-----------------|----------------|
| "GLENLUCE"      | 6th July.      |
| "GLENSHANE"     | 17th July.     |
| "GLENNAVY"      | 24th July.     |
| "PEMBROKESHIRE" | 7th August.    |

## HOMEWARDS.

| Vessel        | Leaves Hongkong                                        | Discharges |
|---------------|--------------------------------------------------------|------------|
| "GLENIFFER"   | 5th July, GENOA, LONDON, HULL, ANTWERP & HAMBURG.      |            |
| "GLENBEG"     | 4th Aug., LONDON, ROTTERDAM, ANTWERP & HAMBURG.        |            |
| "RADNORSHIRE" | 8th Aug., GENOA, LONDON, ROTTERDAM, ANTWERP & HAMBURG. |            |

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| "BOUDAN"    | 7,000   | 18th July             | do.                                    |
| "KARNATA"   | 9,000   | 19th July             | Marseilles, London & Antwerp           |
| "KASHGAR"   | 9,000   | 31st July             | (Bombay, Marseilles, London & Antwerp) |
| "SARDINIA"  | 6,480   | 16th Aug.             | Marseilles, London & Antwerp           |
| "DEVANHA"   | 8,091   | 20th Aug.             | do.                                    |
| "NOVARA"    | 6,850   | 13th Sept.            | do.                                    |
| "MACEDONIA" | 10,912  | 27th Sept.            | (Bombay, Marseilles, London & Antwerp) |
| "KALVAN"    | 8,937   | 11th Oct.             | Marseilles, London & Antwerp           |
| "DONGOLA"   | 8,036   | 15th Oct.             | do.                                    |
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| SWATOW & SINGAPORE            | "KWEIYANG" | On 9th July, 2 p.m.  |
| SHANGHAI                      | "SUICHANG" | On 10th July, 4 p.m. |
| SWATOW, SHANGHAI & TSINGTAO   | "YINGCHOW" | On 11th July, 2 p.m. |
| WEIHAIWEI, CHEFOO & TIEN-TSEN | "KUEICHOW" | On 12th July, 2 p.m. |
| PAKHONG & HAIPHONG            | "KAIFONG"  | On 13th July, D.L.   |
|                               |            | On 14th July, D.L.   |

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